AUBURN 88

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SEPTEMBER

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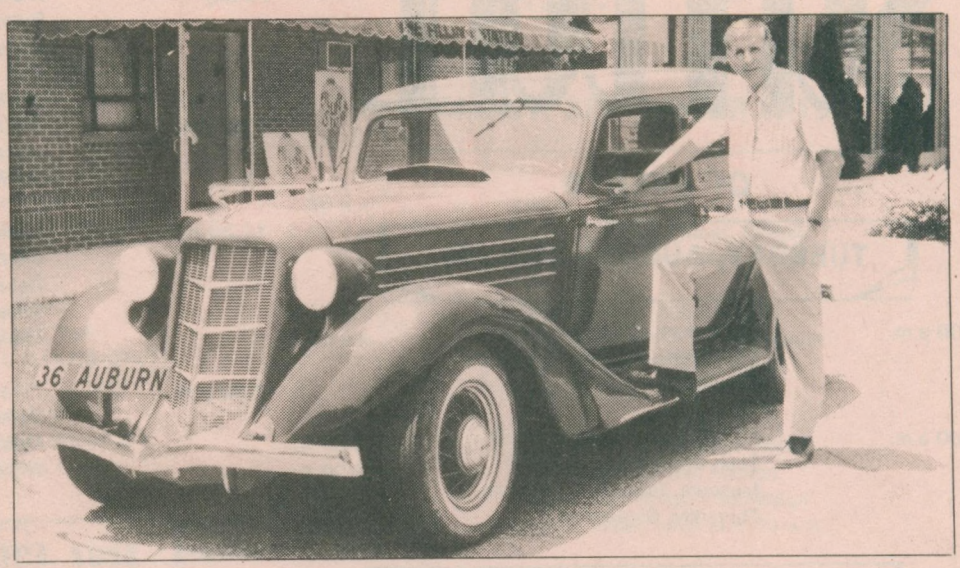
This year we celebrate the 33rd Annual Auburn-Cord-Duesenberg Festival and welcome car enthusiasts from all walks of life and all corners of the world. Take time to enjoy our city and visit the Auburn-Cord-Duesenberg Museum and the magnificent old cars displayed here.

The automotive heritage of Auburn is rich and its traditions continue. Let us put a smile in your heart and bring out the memories.

Sincerely,

Burt Dickman

The Honorable Burt Dickman,
Mayor of Auburn



Index of Advertisers

A-C-D Museum.....11,18,32,35
Airport Hilton 26
Allison Corp 24,36
Auburn Business Association 35
Auburn City Hardware 25
Auburn/Cord Parts Co. 23
Auburn Foundry 34
Auburn Hairport 46
Auburn House Restaurant 10
Auburn Inn 41
Auburn State Bank.....42
Azar's Family Restaurants 16
Ball Brass & Aluminum 54
Beckley Auto Body.....14
Bell Auto Sales.....11
Bixler Lake Campground 39
Blackwell's Dept. Store 22
Broadview Lumber 46
Carbaugh Jewelers 49
Cards, Gifts...etc.....54
Carper's Printing, Inc 44
Christy's Liquor Shop.....14
Classic Car Centre 15
Classic Distributors, Inc.....40
Coldwell Banker Banks Mallough ..53
Country Hearth Inn.....16
Cunningham Family Pharmacy.....46
Dairy Freeze 22
Domino's Pizza 14
Dana Corporation.....52
Edgerton's Travel Service.....43
Elegant Motors Inc. 16
Ernst Shoe Box 25
Florreich Jewelry 20
Fort Wayne Auto Upholstery 23
Fort Wayne Clutch 20
Fort Wayne Corvette Club 34
Fort Wayne Marriott.....47
Grosh's Corner Market.....49
Gottfried's Family Restaurant 41
Gower Variety 19
Greer Performance.....31
Helmkamp Inc.....10
Horseless Carriage Carriers 14
Howey's Camper City.....22
In Transition.....25
J.C. Taylor Antique Auto Insurance 55
Kendallville Publishing Co. 39
Kruse International.....27-30
Madelon's Dolls 21
Mary's Beauty Salon 25
McDonald's.....33
McMahon Tire 42
Miracle Ear Center 20
North American Van Lines.....2
Old Cars Weekly 46
Pizza Hut.....31
Pepsi 38
Professional Metal Refinishing 37
Railroad Inn 20
Renaissance Publishing Co.....49
Rieke Corp.....31
Ruffles 'N Stuff 21
Shell Car Wash & Food Mart 45
Sheraton Fort Wayne 50
St. James Restaurant.....19
Starlite Motel.....14
Taylor Rental 53
Telicon Electronics 44
Ten Eyck Florist.....37
The 1886 Inn.....10
The Evening Star 43
The Lucky Duck.....42
The Owl's Roost Antiques.....34
The Print Shop.....21
The St. Paul Property & Liability.....12
The Sprinkling Can 23
The United Methodist Church 11
Waander's Bookmark.....41
Walton Travel 39
Wendy's.....56
WIFF Radio.....36,51

SCHEDULE

OF EVENTS

TUESDAY, AUGUST 30, 1988

8:00 a.m.	*13th Annual Hoosier A-C-D Tour Breakfast, A-C-D Museum Showroom
9:00 a.m.	*13th Annual Hoosier A-C-D Tour, departing from A-C-D Museum. Returns to Museum, Thursday, September 1.

THURSDAY, SEPTEMBER 1, 1988

7:30 a.m.-7:00 p.m.	Auburn '88 Car Corral & Automotive Swap Meet, DeKalb High School
12 Noon	A-C-D Reunion Kick-Off Celebration, A-C-D Museum Showroom (Admission Charge).

FRIDAY, SEPTEMBER 2, 1988

7:30 a.m.-7:00 p.m.	Auburn '88 Car Corral & Automotive Swap Meet, DeKalb High School (Admission Charge).
8:00 a.m.-8:00 p.m.	*Viewing hours, Auburn-Cord-Duesenberg Museum, (Admission $4.00 Adult, $2.50 Student/ Senior Citizen). A-C-D Club Welcome Room open.
9:00 a.m.-5:00 p.m.	*A-C-D Club Registration, Auburn-Cord-Duesenberg Museum (front entrance).

*NOTE: A-C-D Club Members with self-contained campers will find spaces available. Please inquire at the Club Registration desk.

10:00 a.m.-3:00 p.m.	E.L. Cord Estate, Open House 1600 N. Main St. proceeds to A-C-D Museum, (Admission Charge).
10:00 a.m.-6:00 p.m.	Automotive Art Show, DeKalb High School (Admission Charge).
12:00 p.m.-10:00 p.m.	18th Annual Midwestern United States Collector Car Auction, DeKalb High School (Admission Charge, Gates open at 8:00 a.m.).
All Day	16th Annual Pro-Am Golf Tournament, Greenhurst Country Club
All Day	A-C-D Parts Swap Meet, Van Buren and Walnut Street (One block from A-C-D Museum).
11:00 a.m.-8:00 p.m.	9th Annual Decorator Showcase 1023 N. Main Street. Auburn Improvement Association (Admission Charge).
12:30 p.m.	Auburn Automobile Company Employees Registration and Reception, Auburn-Cord-Duesenberg Museum (front entrance).
2:00 p.m.	*Historical and Technical Seminar, Auburn-Cord-Duesenberg Museum (front entrance, A-C-D CLUB ONLY).
5:00 p.m.-9:00 p.m.	*Hoosier Steak Fry, Greenhurst Country Club (Admission Charge, A-C-D CLUB ONLY).

SATURDAY, SEPTEMBER 3, 1988

7:00 a.m.-10:00 a.m.	*Pancake and Sausage Breakfast Eckhart Park (Admisison Charge, A-C-D CLUB ONLY).
7:30 a.m.-7:00 p.m.	Auburn '88 Car Corral & Automotive Swap Meet, DeKalb High School (Admission Charge).
7:30 a.m.-10:00 a.m.	*A-C-D Club Car Judging commences at Eckhart Park.
8:00 a.m.-10:00 a.m.	*A-C-D Club Registration, Eckhart Park.
8:00 a.m.-7:00 p.m.	Viewing hours, Auburn-Cord-Duesenberg Museum (Admission $4.00 Adult, $2.50 Student/ Senior Citizen).
10:00 a.m.-3:00 p.m.	E.L. Cord Estate, Open House 1600 N. Main St. proceeds to A-C-D Museum, (Admission Charge).
10:00 a.m.-5:00 p.m.	Historic Tours of the City of Auburn, Court House Square, (Admission Charge).
10:00 a.m.-5:00 p.m.	7th Annual RSVP Quilt Show Immaculate Conception Parish School, East 7th Street (Admission Charge).
10:00 a.m.-6:00 p.m.	Automotive Art Show, DeKalb High School. (Admission Charge).
8:30 a.m.-12:00 a.m. (midnight)	18th Annual Midwestern United States Collector Car Auction, DeKalb High School (Admission Charge, Gates open at 8:00 a.m.).

11:00 a.m.- 8:00 p.m.	9th Annual Decorator Showcase, 1023 N. Main Street. Auburn Improvement Association (Admission Charge).
11:00 a.m.- 8:00 p.m.	19th Annual Tri Kappa Antique Show and Sale, DeKalb High School (Admission Charge).
1:00 p.m.	33rd Annual "Parade of Classics" formation at Eckhart Park, review in downtown Auburn, free to the public.
6:00 p.m.	*A-C-D Club, American Legion Chicken Barbeque, Eckhart Park (Admission Charge, A-C-D CLUB ONLY).
9:00 p.m.- 1:00 a.m.	14th Anniversary Ball, Auburn-Cord-Duesenberg Museum Showroom (open to Museum members only).

SUNDAY, SEPTEMBER 4, 1988

7:00 a.m.- 11:00 a.m.	Breakfast, American Legion Auxiliary, American Legion Post, East 9th Street (Admission Charge).
7:30 a.m.- 7:00 p.m.	Auburn '88 Car Corral & Automotive Swap Meet, DeKalb High School (Admission Charge).
8:00 a.m.- 8:00 p.m.	Viewing hours, Auburn-Cord-Duesenberg Museum, (Admission $4.00 Adult, $2.50 Student/ Senior Citizen).
10:00 a.m.- 3:00 p.m.	E.L. Cord Estate, Open House 1600 N. Main St. proceeds to A-C-D Museum, (Admission Charge).
10:00 a.m.- 5:00 p.m.	Historic Tours of the City of Auburn, Court House Square, (Admission Charge).
10:00 a.m.- 6:00 p.m.	Automotive Art Show, DeKalb High School (Admission Charge).
8:30 a.m.- 12:00 a.m. (midnight)	18th Annual Midwestern United States Collector Car Auction, DeKalb High School (Admission Charge, Gates open at 8:00 a.m.).
10:00 a.m.- Dark	9th Annual Arts and Crafts Show, Court House Square, Auburn Business Association, free to public.
11:00 a.m.- 8:00 p.m.	9th Annual Decorator Showcase 1023 N. Main Street. Auburn Improvement Association (Admission Charge).
11:00 a.m.- 8:00 p.m.	19th Annual Tri Kappa Antique Show and Sale, DeKalb High School (Admission Charge).
11:30 a.m.	*A-C-D Club Awards Brunch, Auburn-Cord-Duesenberg Museum Showroom, (Admission Charge, A-C-D CLUB ONLY).

MONDAY, SEPTEMBER 5, 1988

7:30 a.m.- 7:00 p.m.	Auburn '88 Car Corral & Automotive Swap Meet, DeKalb High School (Admission Charge).
8:00 a.m.- 6:00 p.m.	Viewing hours, Auburn-Cord-Duesenberg Museum, (Admission $4.00 Adult, $2.50 Student/ Senior Citizen).
10:00 a.m.- 10:00 p.m.	18th Annual Midwestern United States Collector Car Auction, DeKalb High School (Admission Charge, Gates open at 8:00 a.m.).
10:00 a.m.- 6:00 p.m.	Automotive Art Show, DeKalb High School (Admission Charge).
10:00 a.m.- Dark	9th Annual Arts and Crafts Show, Court House Square, Auburn Business Asscciation, free to public.
11:00 a.m.- 5:00 p.m.	19th Annual Tri Kappa Antique Show and Sale, DeKalb High School (Admission Charge).
11:00 a.m.- 8:00 p.m.	9th Annual Decorator Showcase, 1023 N. Main Street. Auburn Improvement Association (Admission Charge).

***A-C-D Club Members only — Club Membership cards must be presented.**

ADMISSION RATES

AUBURN-CORD-DUESENBERG MUSEUM - $4.00 Adult
$2.50 Student/Senior Citizen
Under 6 free, when accompanied by an adult

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RSVP QUILT SHOW
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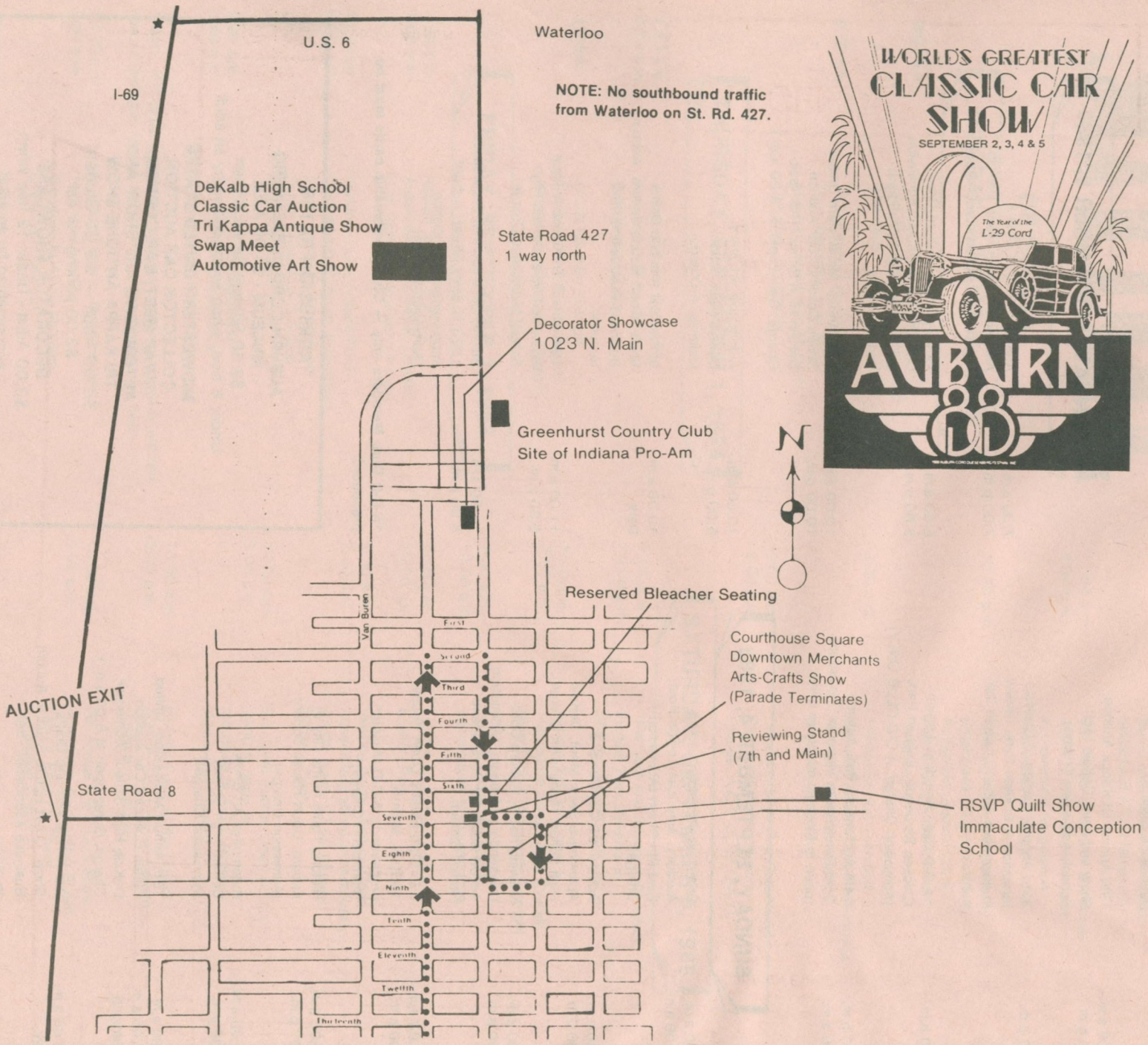
U.S. 6
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I-69
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Swap Meet
Automotive Art Show
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AUBURN
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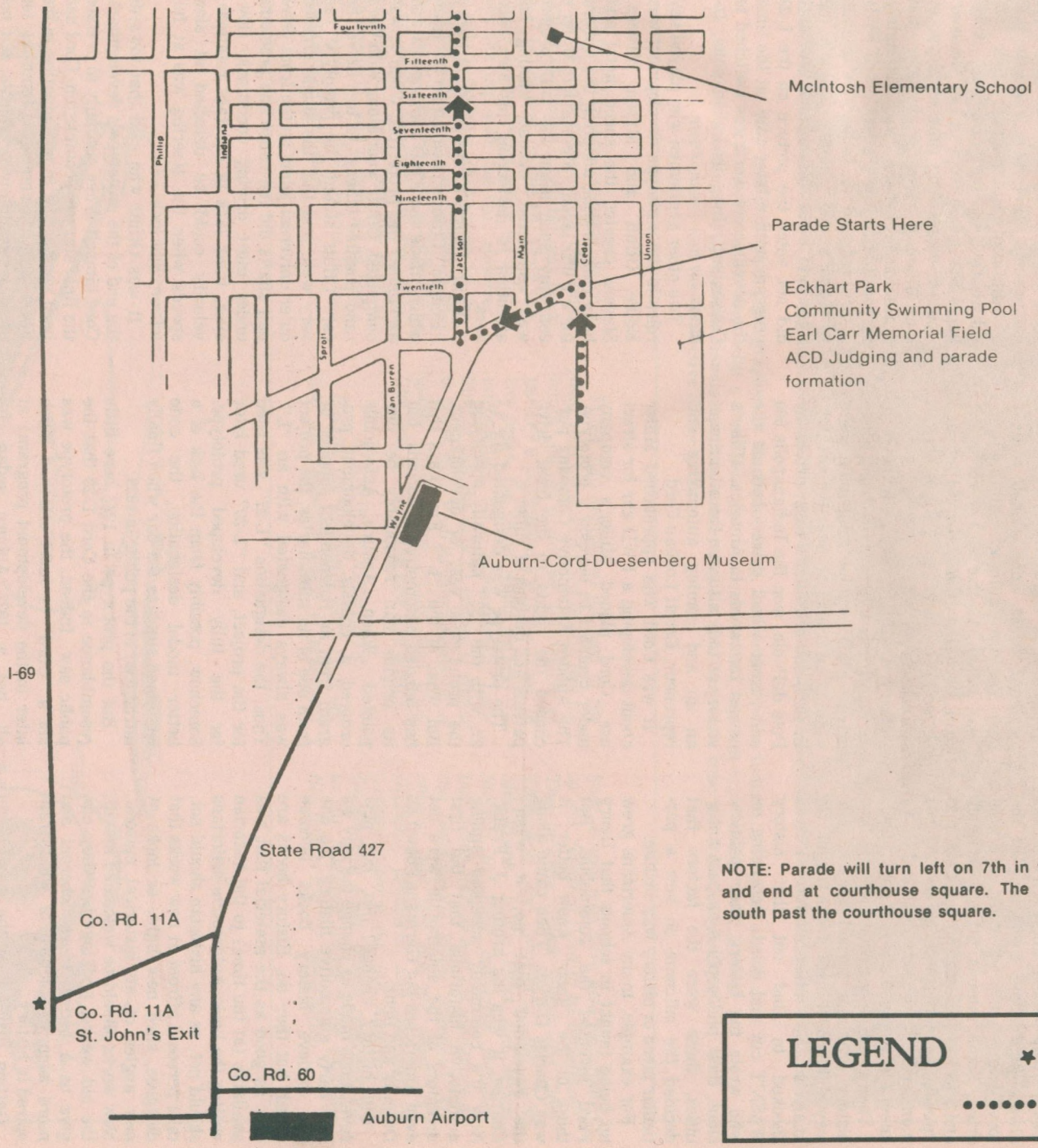


NOTE: Parade will turn left on 7th in front of reviewing stand and end at courthouse square. The parade will not extend south past the courthouse square.

LEGEND

★ I-69 Exits

●●●●●● Parade Route

THE L-27: A NEW REVELATION ON... CORD'S SECRET PROTOTYPE

Paul Bryant — Historical Research & Data

Lee Beck — Editorial

When I was in high school, I was required to take an American history course taught by the golfing coach. He was a lively person, and the class was always interesting. Everything in history was black and white, cut and dried. Some famous person did such and such on such and such a date, and "please have these facts and figures memorized before the next test." We knew who the good and bad guys were.

Then came higher education. My first history professor turned gray at the way high school history was taught. No analysis. No interpretation. I was shocked to find out that history WASN'T cut and dried. Depending on who wrote the history, their political slant, their philosophies on past antiquities, these were the factors that decided the outcome on how a particular piece of history was written.

For example, many Americans grew up being taught in schools that Henry Ford invented the automobile. But those in the "know" knew better: it was Charles Duryea. Then came along the revelation that no, it wasn't Charles, it was his brother J. Frank. Now it's commonly accepted among automotive historians that the first inventors of the automobile were not even Americans but Germans known as Daimler and Benz.

Did history change? No, but new revelations made us change the way we saw early automotive history. No one can believe history books become dated, but they do. History books are only as good as the material that was available (at the time) to the historian writing the book. Automotive historians should not, as any historian should not, take personal affront at new works that disagree, shed new light, or looks at new angles of an historical episode. New works should be welcomed in with the old works, and together they can give us a better, more coherent and more accurate picture of what transpired in history.

Getting that out of the way, I can assure you Paul Bryant did not wax so philisophical when he researched his findings on the L-27, a previously unknown prototype that led directly to the development of the Cord L-29 front wheel drive automobile. Yet, Paul has revealed a new chapter, and a very significant one at that, in automotive history that reveals a new story surrounding one of America's most revered and sought after automobiles, the Cord L-29.

The saga behind the L-27 starts in 1927 on the east side of Los Angeles at the Harry A. Miller Manufacturing Company. Unofficially known as the Miller Engine Works, the factory was located at 2652 Long Beach Avenue near Vernon, California. At the time, Long Beach Avenue was a rural dirt road, secluded from urbanization and perfect for developing projects in secrecy.

Harry A. Miller was well known in racing circles by 1927. His front wheel drive (FWD) racing machines were winning on tracks all over the country. In 1925, one of Miller's cars, driven by Pete dePaolo, won the Indianapolis 500 and "front wheel drive" became the newest buzzwords in America. Miller's victory at Indy also won the attention of an up and coming automotive entrepreneur, Errett Lobban Cord.

It was Cord who approached Miller about developing a FWD car for street use. Cord placed Miller's company under contract to develop a prototype. The Auburn Automotive Company purchased the rights to the front drive patents and designs of Miller's.

The prototype was designated the L-27, with the "27" naturally specifying the prototype's year of development. But what of the "L"? For years this has puzzled automotive historians, but its origins can reasonably be pinpointed. When Auburn Automobile ordered a chassis development program from an independent supplier or from one of its subsidiaries, the project was always designated with an "L". Thus, the designation "L-27" was used for the project, and "L-29" used later for the fully developed prototype. Somehow, possibly from the lack of a better model designation, the code remained stuck to the car when finally introduced to the public in 1929.

But the prototype in 1927 bore little resemblance to the Cord L-29 that the public saw. Indeed, the prototype was not a "Cord" (a label attached much later in the development program) at all, but a 1927 Auburn sedan. Its Lycoming engine was rotated laterally 180', and the front frame rails were modified to accept a new transaxle, suspension, inboard brakes and a deDion type drive axle. With different front fenders, hood, and grille, the Auburn sedan became the L-27 prototype.

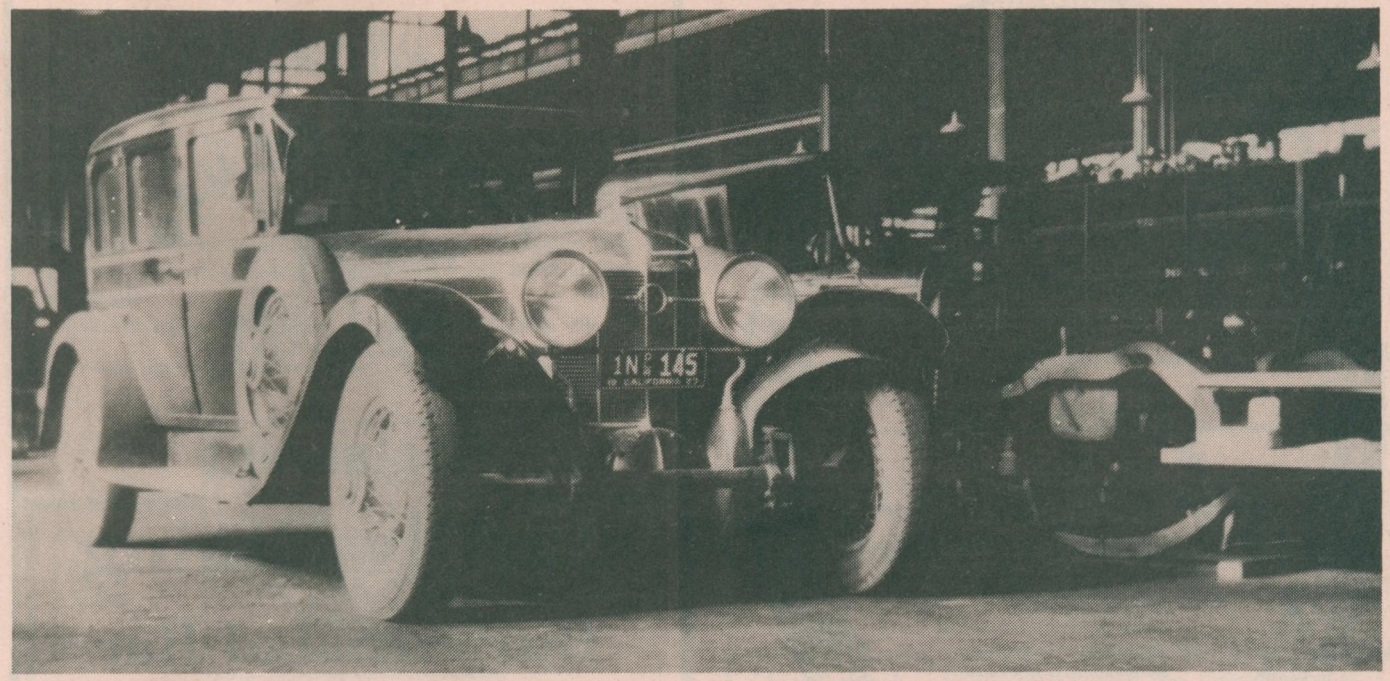
The L-27 was developed and assembled circa July, 1927. Wellington Everett Miller, an employee of, but no relation to, Harry Miller,penned the drawings and chassis layout for the L-27 prototype. According to W.E. Miller, he was told to come up with a FWD layout for an Auburn body and radiator shell, the first layouts including these components. Somewhere along the line a traditional Miller grille shell was substituted on the prototype, most likely the design work of Leo Goossen. Goossen was a long time employee of the Miller firm as a designer and draftsman. Goossen was ultimately responsible for the transaxle and FWD patterns, based on Miller's, Cornelius vanRanst's and Tommy Milton's designs and input. Milton and vanRanst did not enter the picture on the L-29 program until a later date, at the time the development work was switched to Duesenberg, Inc., in Indianapolis, Indiana.

Two other gentlemen who played key roles in the prototype development was Eddie Offutt and Myron Stevens. Stevens created the sheet metal and body components, adapting the Auburn for a FWD layout. Stevens left Miller's company soon after the L-27 project was completed, instead turning his attention to developing his own race cars.

Offutt, along with his assistant Henry "Heimie" Cramer, headed up the team which made the FWD components and assembled the prototype. When it was completed, Offutt went along with Cord (and possible others) to test drive the car. Offutt stated the prototype ran very well, and that the single crossed outer universal joints on the front drive half shafts did not cause any problems under most driving conditions. However, their lack of constant rotational velocity could be detected at slow speeds when the steering was at full left or right lock.

It was Offutt who said that towards the end of the prototype's development, Cord himself drove out daily to oversee the final stages of completion. Cord had been very active in participating in the FWD project, somewhat unusual for most car company presidents, but not for Cord. He considered it his "dream car," and because of his enthusiasm for it no doubt led to the production FWD models being labelled as a "Cord".

The only lingering doubt to the saga was how the prototype arrived at Duesenberg. Some reports claim the L-27 was shipped back to Indiana. Offutt



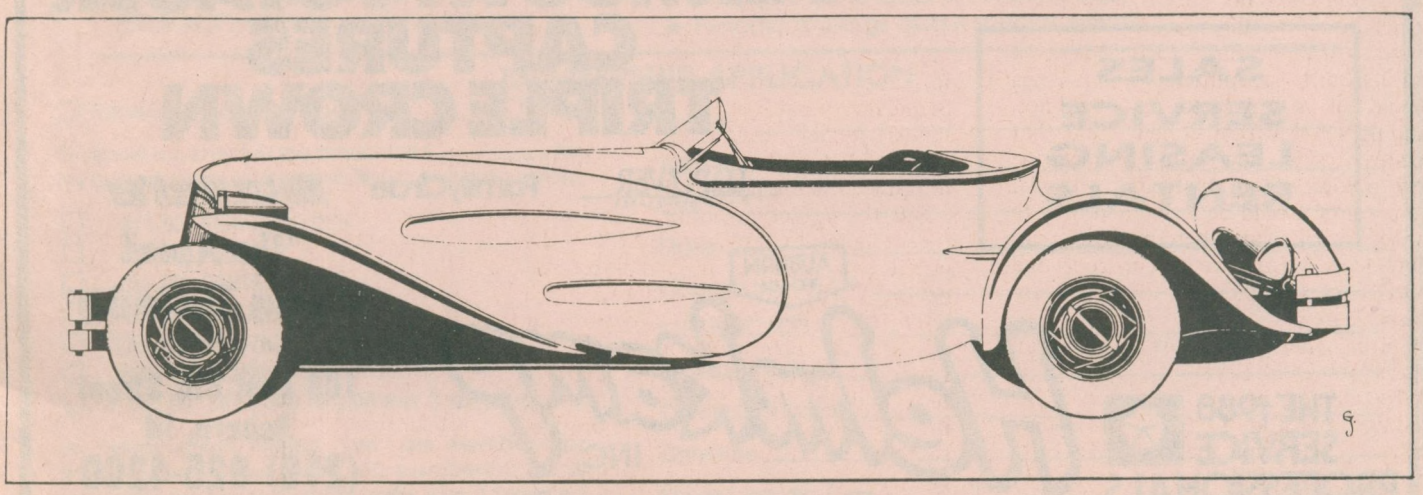
The L-27 prototype, photographed at the Duesenberg, Inc., Indianapolis, Indiana. The photo shows a 1927 Auburn sedan body with a Brewster type windshield; 1927 lug bolt type wheels; 1927 Reveal mouldings; 1927 LaSalle headlamps and connecting bar; deDion axle tube for front wheel drive mechanism; and the distinctive Miller grille.

stated that Cord and vanRanst drove it out of Miller's garage with the clear intention of driving it "all the way back east." Offutt was unable to verify this actually taking place since he did not make the trip with the car. However, the sole remaining photograph of the prototype shows the car parked in the Duesenberg factory, a California's dealer plate attached to the front headlamp bar (bent from the wind at high speeds?), and a front set of badly worn tires. The photo seems to lend credence to Offutt's story.

Miller had completed his part of the deal with Cord, and Cord finally had his hands on a prototype by which to pattern a production FWD car from. In two years, the public would witness the introduction of a phenomenally new kind of car, the only fit ending to which is taken from Paul Bryant's research, a quote which states, "Cord was truly 'the first by which the new was tried.'"

ACKNOWLEDGEMENTS

Besides the wonderful work Paul put into the research which is presented here, others who have also contributed to this research need to be recognized. This includes Chuck Marsh and Clem Thompson for providing the L-27 photograph; Eddie Offut and Myron Stevens for their collective recollections; Bob Harkey and his assistance at the Indianapolis Motor Speedway Archives; and last but not least Stan Gilliland, president and historian of Auburn history for the Auburn-Cord-Duesenberg Club, whose contributions to the research included the explanation behind the "L" designation.



A Cord L-29 design concept by Jack Gerrity.
From the June, 1980 issueof The Classic Car.

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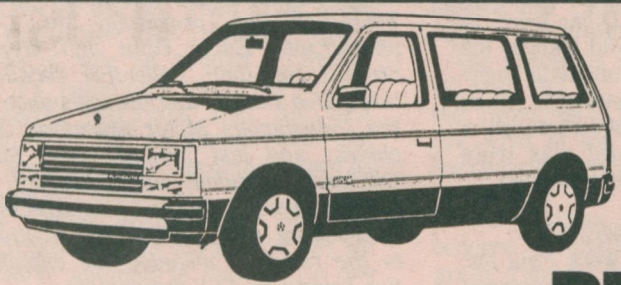

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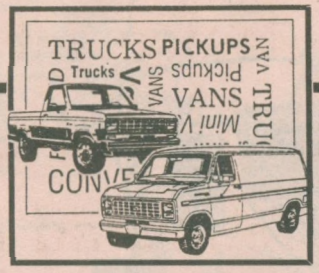
ADVANCE NOTICE TO ALL CLUB MEMBERS!

This year, the Auburn-Cord-Duesenberg Club has given a final deadline date for all owners of Auburns, Cords, and Duesenbergs to register their cars. All other Club members who are not bringing cars must also remember this deadline, since it is the cutoff for meal reservations, banquet reservations, and any and all activities that are part of the Club's usual activities and agenda for the Festival.

The deadline is August 16th, after which no further reservations or registrations will be taken. The Club feels the Festival is too large not to take this kind of action, and will help cut overhead expenses at the meet.

REMEMBER THE DEADLINE FOR REGISTRATIONS OR RESERVATIONS ON ALL CLUB ACTIVITIES IS AUGUST 16, 1988.



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8:30 A.M. or 10:30 A.M.

J. Wilbur Yates • Gary Evans, Pastors

AUBURN·CORD·DUESENBERG MUSEUM

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Your support of the not-for-profit AUBURN-CORD-DUESENBERG MUSEUM will help insure the preservation of Auburn's rich automotive heritage and the development of America's most treasured automobile collection.

Your membership benefits include:

- ★ Free family admission to the Museum.
- ★ Discount admission to guests of Museum members.
- ★ 10% discount on all Museum gift shop purchases.
- ★ Free subscription to "The Accelerator".
- ★ Invitation to the Gala Anniversary Ball.
- ★ Periodic mailings about special events.

MEMBERSHIP APPLICATION

☐ Renewal (Expiration Date: _____) ☐ New

Enclosed is a check in the amount of $ _____ for my current museum membership as checked below:

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- ☐ $50.00 CONTRIBUTING
- ☐ $100.00 SUSTAINING
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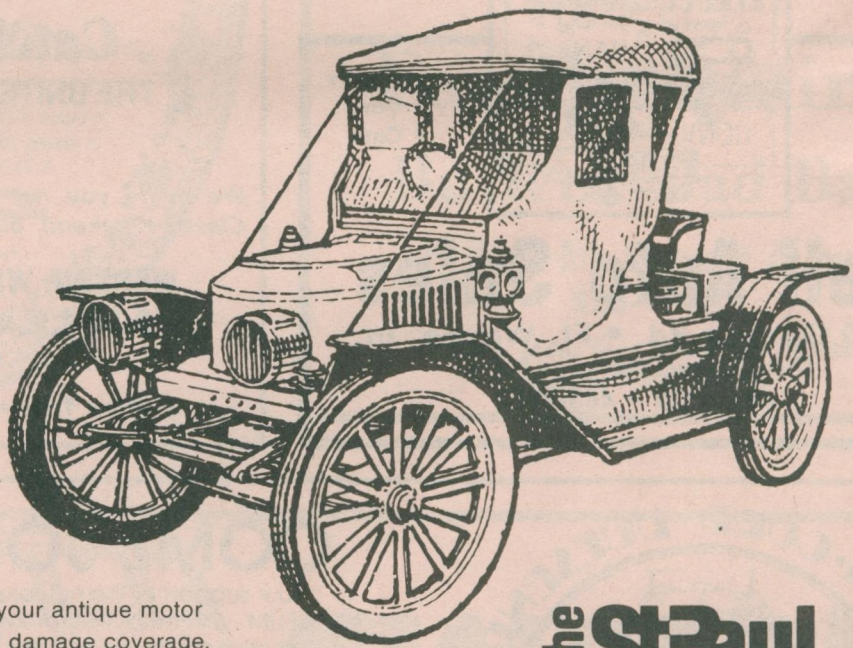

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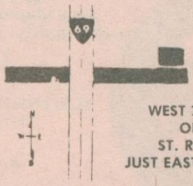

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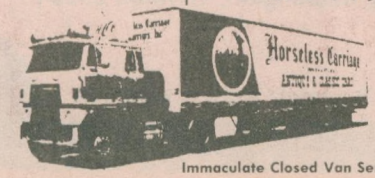

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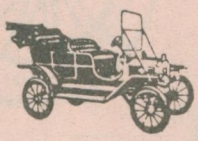

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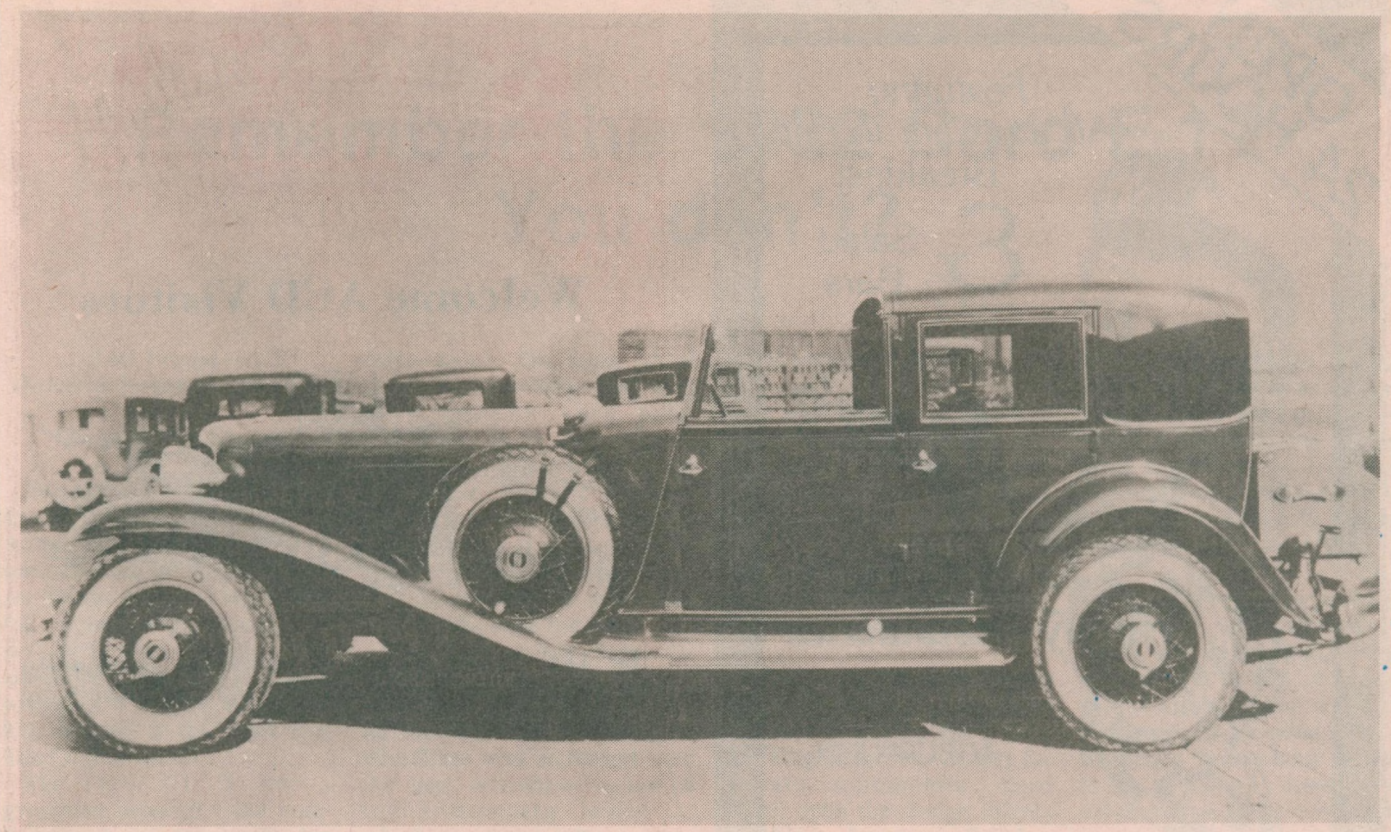

Profile shot of the short wheelbase Cord L-29 Town Car. Designed by Stickney. Body by LeBaron.

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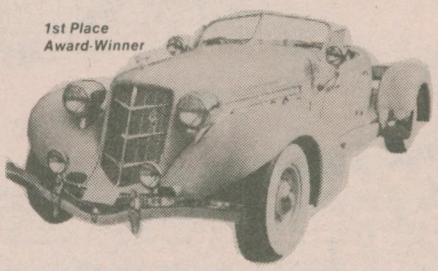

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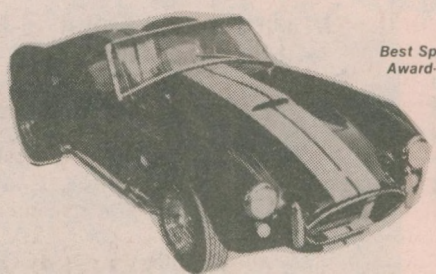

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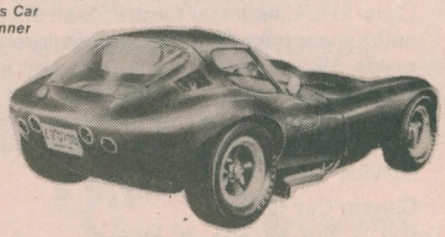

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Remember the 1932 Cord E-1? You don't?

Paul Bryant — Historical Research and Data

Lee Beck — Editorial

Errett Lobban Cord, the well known president of Auburn Automobile, could never have been accused of lacking vision. He always dreamed big. And if big wasn't big enough, he dreamed even bigger. The Duesenberg Model J is a good example of Cord's desire for big, and so is the Cord E-1. The Cord E what?

The Cord E-1. It was a grandiose scheme Cord commissioned to supercede the Cord L-29, starting in 1932. The announcement of the new Cord was made to dealers through the Auburn Automobile franchise books. The front wheel drive configuration, now synonymous with Cord automobiles, was to be retained. Billed as the "sensation of the automobile world," the new Cord would set new marks for size, power and prestige. Cord wasn't joking: if you were looking for big in 1932, this would have been the car.

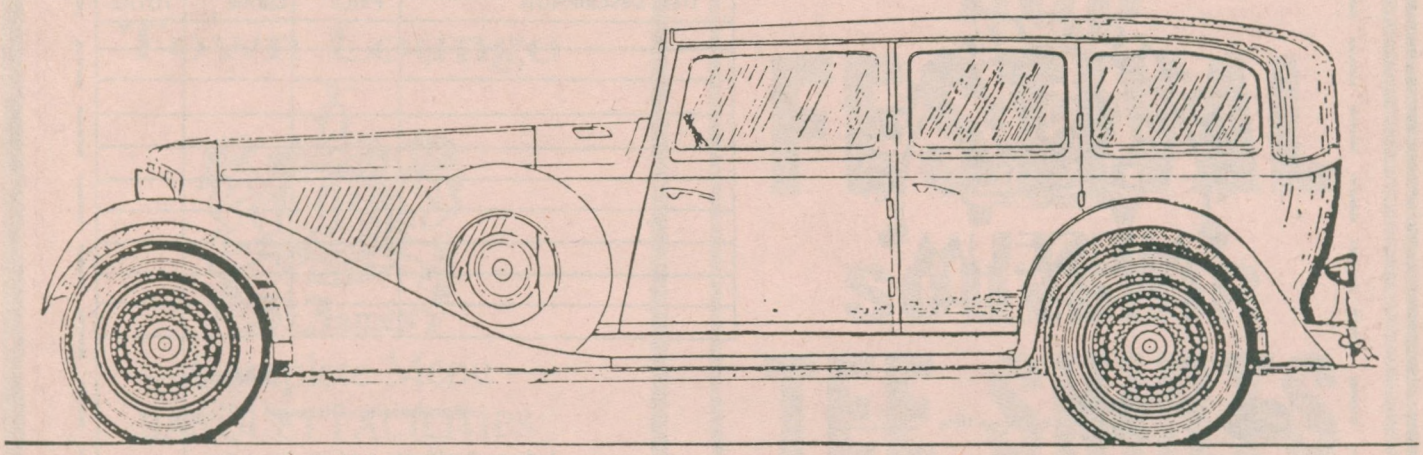
The wheelbase was increased from the 137½" wheelbase that was standard for the Cord L-29. Actually, the wheelbase was increased over the long wheelbase option of the Duesenberg Model J, which measured 153½ inches. The wheelbase was set at 157½ inches for the new Cord. With a wheelbase like that, having putting greens installed as an option became a reality.

No mere engine of ordinary design could propel such a car. No, instead the Cord E-1 was to increase the cubic inch displacement of the standard Cord L-29 from 298 CI to 494 CI, an increase not to be sneezed at. The engine initially used a V-16 configuration.

Cord wanted the best for the new front drive E-1, no doubt dreamed of during the record breaking sales year of 1931 for Auburn Automobile. Cord called upon the design talents of Alan Leamy, Gordon Buehrig and Carl Otto. Leamy, who had designed the Cord L-29, came up with a prestigious seven-passenger, seven window brougham with styling predictive of his later Auburn designs and a huge grille shell which maintained the styling trend started on the L-29. The interior was trimmed with hand carved solid walnut mouldings.

Carl Otto, an Auburn draftsman who wanted to break into automotive design, came up with a five-passenger, five-window brougham by adapting some of Buehrig's Duesenberg designs to fit the longer, lower front drive chassis of the new Cord.

Gordon Buehrig was called to Auburn from Indianapolis for a short time, and was requested to design the front



A profile sketch of the Cord E-1.

Make	Cord E-1 Proto-type F.W.D., Auburn Automobile Co.
Wheel base	157½"
Engine	V-12 Lycoming, front bell housing
Horsepower	200 @ 3400 R.P.M.
Body	LaGrande; Union City Body Co., 7-passenger salon
Materials	Aluminum over oak; steel fenders
Upholstery	Leather in front, wool broadcloth in passenger compartment
Auxiliary seating	2-jump seats
Weight	6502 lbs.

AUBURN·CORD·DUESENBERG MUSEUM

Auburn '88 Poster

The official poster of the Auburn-Cord-Duesenberg Festival. The artist, John Souder, has outdid himself on this one: featuring a Cord L-29 Town Car, the poster displays colors of rubine red, lime green, black, and white against a silver background. A standout!

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Auburn '88 Limited Edition Poster

Same poster as described above, but with John Souder's signature. Only a limited number of these will be sold (100 maximum), and includes the poster being mounted and framed if picked up at the Museum. Orders filled through the mail will include the signed poster and frame, but will NOT include dry mounting or glass.

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sheet metal of the V-12 Cord. The design patent drawing shows the elegant grille shell, inboard brake shrouds, and differential casting. The design uniquely portrays dignity with its lines, telling all bystanders that, yes, this is the ultimate in front wheel automobiles. The front drive unit is not hidden by a grille, but highlighted by a stylized casting.

Two prototypes were built with V-16 engines utilizing the Leamy and Otto styled broughams. Both cars had four door bodies with all doors opening from the front. The Leamy designed body was crafted by the Union City Body Company, the Otto designed body being built by the experimental department of Auburn Automobile. The rest of the prototypes, save the Lycoming built engine, were also made by the experimental department, which was located in the southeast wing of Auburn Automobile's Administration Building (present day building for the Auburn-Cord-Duesenberg Museum).

Lycoming's experimental department in Williamsport, Pennsylvania, built three of the 16 cylinder engines under the guidance of the Director of Development, August "Rick" Rickenbach. The first engine was retained for dynamometer testing. The other two engines were shipped to Auburn for installation into the prototype chassis', after which the Leamy designed Brougham returned to Lycoming so that road tests could be performed on the engine by Rickenbach. In July of 1931 Rickenbach drove the Cord 475 miles over the mountains of Pennsylvania, across the state of Ohio on narrow macadam oiled roads that were common in those days, then on to Auburn, Indiana. Rickenbach reported that the engine ran smoothly with the front drive mechanism. However, he had to stop every 100 miles to refill the fuel tank.

Upon his arrival at Auburn, Rickenbach was advised the V-16 was dropped in favor of a V-12 of the same cubic inch displacement, a V-12 that did not exist and meant Rickenbach's return to the proverbial drawing board. The V-16 sounded too pretentious in an era of a depressed economy, opting for a less (?) pretentious V-12. A V-12 was developed and manufactured, being placed in the Leamy styled brougham. It also performed rather well, and set several test records for speed and acceleration which were impressive for a 6200 pound behemoth.

Reality finally set in. A car that had a wheelbase of over thirteen feet, weighed more than three tons, and consumed a pint of gas every mile was hopelessly out of touch with the decimated auto market of 1932 and 1933. The project was quietly dropped by Auburn Automobile's management.

Some parts of the Otto designed brougham were lost, but the Leamy designed brougham survived, and is under the restorationist's scapel at the Auburn-Cord Parts Company in Wellington, Kansas. The Cord E-1 prototype will be making its first public appearance at the Auburn-Cord-Duesenberg Festival in September, 1988. The prototype's restoration will not be completed but it should be running. The goal is to move the E-1 under it's own power to the following events: the Press Conference on Thursday, the Hoosier Steak Fry on Friday, Eckhart Park and the Parade of Classics on Saturday, the Auburn-Cord-Duesenberg Club's Award Banquet on Sunday, and finally at the Auburn-Cord-Duesenberg Museum on Monday. When this tour of events is completed the total lifetime mileage on the prototype will stand at 800. It is estimated that ten gallons of fuel will be used since the E-1 averages three to four miles per gallon.

When you are in Auburn for this year's Festival, be sure not to miss seeing this very special automobile. With its long body and thunderous exhaust it WOULD be hard to miss it. And whatever you do, don't say you never remembered the Cord E-1 after seeing it.

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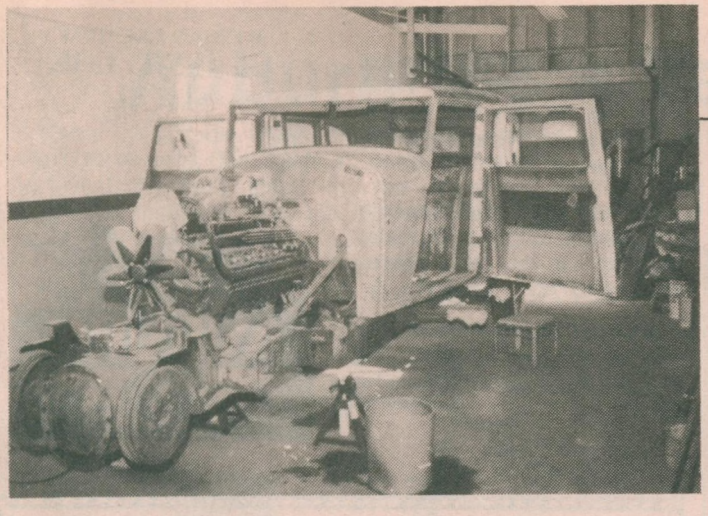
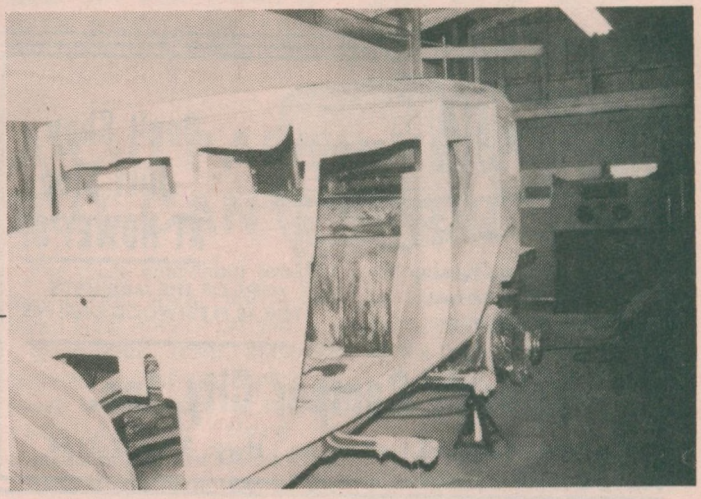


The Cord E-1 undergoing restoration at the shops of Stan Gilliland's Auburn-Cord Parts Company in Wellington, Kansas.



The Cord E-1 receives a primer coat.

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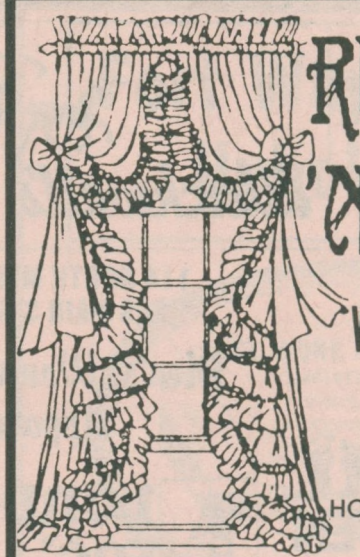

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13th ANNUAL HOOSIER TOUR

Auburn-Cord-Duesenberg Club members who own and drive ACD cars have an opportunity to have fun early.

They can drive their classics in the 13th annual Hoosier A-C-D Tour.

This year's tour, organized by Don Aiken, will kick off Monday, Aug. 29, with a reception in the former E.L. Cord home on Auburn's North Main Street. Tuesday morning, the cars will head for Wabash, Ind., to tour the Honeywell Home and the Ford valve plant. The entourage will move north, to South Bend, on Wednesday, to witness Homer Fitterling's car collection.

The motorists will return to the Classic City on Thursday morning for the news conference.

More information on the tour may be obtained by contacting Skip Marketti or Don Aiken for details.

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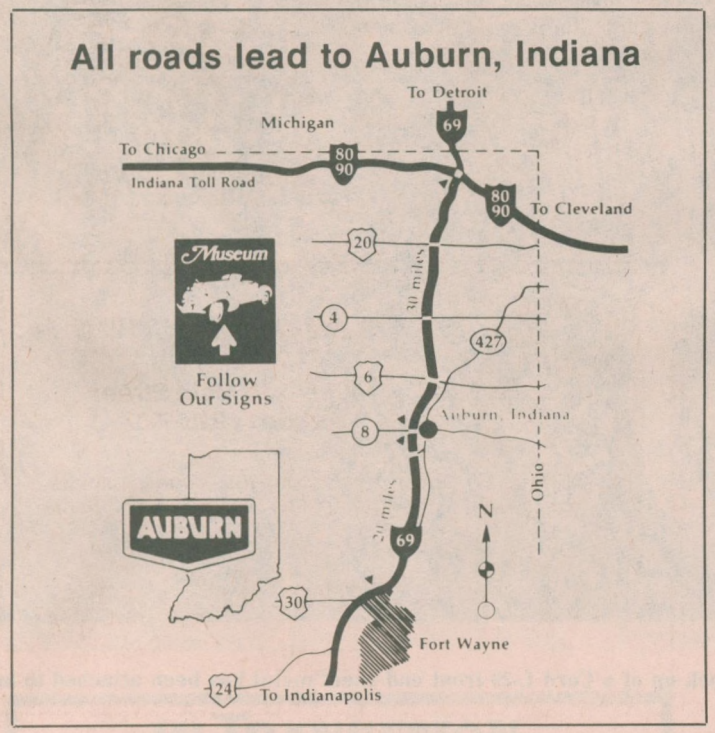
Auburn '88's Technical Seminar

Every year, the Auburn-Cord-Duesenberg Club holds a technical seminar, given to help club members with mechanical problems, to pass along informative histories on the Auburns, Cords, and Duesenbergs, and a host of other presentations. This year's Seminar will be held on Friday, September 2, at 2:00 p.m. in the North Showroom of the Auburn-Cord-Duesenberg Museum.

One of this year's speakers will be Paul Bryant from Prarie Village, Kansas. Paul has done extensive research and writing on the development and experimental prototype programs that evolved into the Cord L-29. Many facts, figures and documentation of events will be given, and Paul will be on hand afterwards to answer questions from the audience.

Other presentations from various speakers will also be given, some not confirmed at press time. Interested ACD Club members wanting to give a presentation may call John Martin Smith in order to be added to the agenda. The number to call is 1-219-925-4560.



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For those searching for that hard-to-find item, the A-C-D Swap Meet may be for you.

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This is the fifth year of the return of the swap meet. An official A-C-D event, the meet is free to all A-C-D club members. The meet is located on the corner lot of Van Buren and Walnut Streets, one block north of the Museum.

The swap meet will take place Friday from 8 a.m. to 4 p.m.

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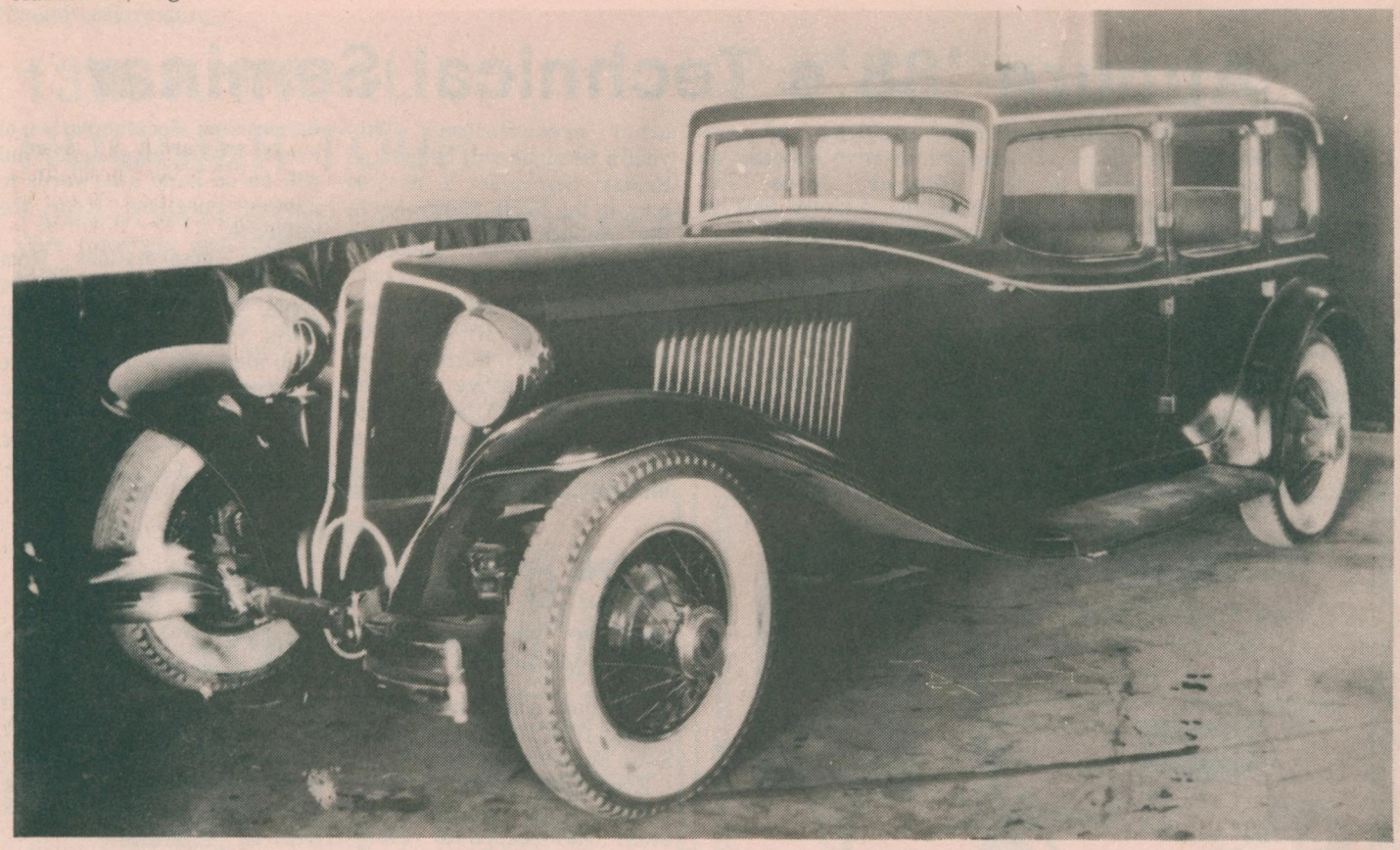

A prototype for a downsized Cord front drive automobile. A mock up of a Cord L-29 front end sheet metal has been attached to an Auburn sedan.

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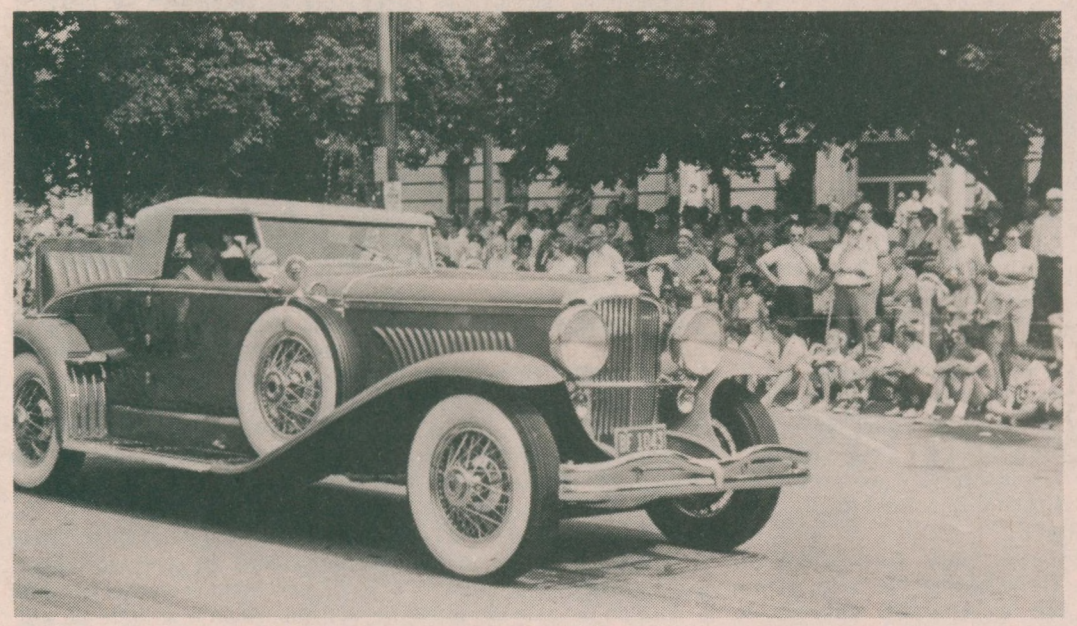
ACD Parade set for Saturday, September 3

A stranger strolling through downtown Auburn Saturday afternoon, Sept. 3, may think he has stepped back in time momentarily.

The streets will be covered with Auburns, Cords, and Duesenbergs, as the renowned Parade of Classics will take place that afternoon, starting at 1 p.m.

The L-29 Cord will headline this year's Parade of Classics. Since this has been proclaimed "The Year of the L-29 Cord," nearly 50 L-29 Cords will be in attendance.



These beautiful classics, gathered once again in the home of their creator, will participate in the two-hour parade, slowly proceeding through 40 blocks of mid-town Auburn. More than 200 classic cars follow the parade rooute, traveling Jackson and Main Streets and around the courthouse square.

At the conclusion of the parade, these classics will be parked circling the courthouse square. Everyone will be offered an opportunity to photograph and inspect the cars, or just talk to the owner of the classic.

So circle that date: Saturday, Sept. 3, 1 p.m. That will be the chance for one of the most unique parades around.

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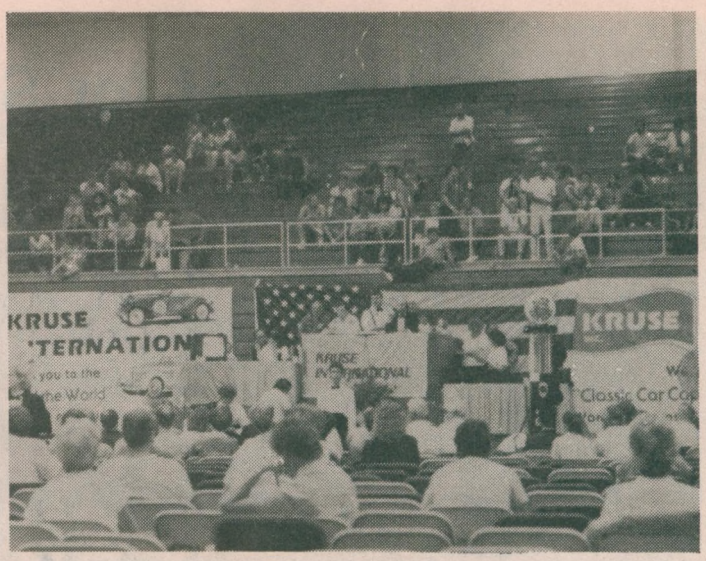
18th AUCTION BIGGEST EVER



AUBURN — A phenomenal lineup of special auction cars studs this year's Midwestern United States Collector Car Auction.

The auction, which is called by Kruse International, will be held in DeKalb High School's gymnasium Friday, Saturday, Sunday, and Monday. The show will begin at 12 noon Friday, at 8:30 a.m. Saturday and Sunday, and at 10 a.m. Monday. Gates will open at 8 a.m. Saturday, Sunday, and Monday.

There have been more than 1,200 consignments, said Renee Muckenfuss at Kruse International. She added that 1,700 consignments will be accepted.

Eight Duesenbergs highlight the auction: a 1933 Duesenberg J-365 4-door sedan limousine bodied by Franay and owned by Mae West is one of those Duesies, and a 1934 Duesenberg SJ 526 Torpedo Phaeton bodied by Weymann is another. The latter brought bids up to $3.25 million in 1987.

Other Duesies include:

= a 1931 Duesenberg J-Torpedo Phaeton;

= a 1929 Duesenberg J-Murphy Dual-Cowl Phaeton;

= a 1930 Duesenberg Le Grande Phaeton, totally rebuilt;

= a 1931 Duesenberg J-Torpedo Phaeton, totally rebuilt, which will sell at no reserve;

= a 1930 Duesenberg Torpedo Phaeton, totally rebuilt; and

= a 1923 Duesenberg A Rubay Touring Car, owned by Bill Harrah.

Other features include a 1930 Miller high-speed special. This beauty raced 12 times in the Indianapolis 500 between 1930 and 1947, finishing in second place twice.

Also on the sale block will be a 1937 Packard Victoria convertible, bodied by Graber; a 1938 Mercedes 540K Cabriolet; and a 1931 Chrysler LeBaron Dual-Cowl Phaeton.

More than 40 Ferraris are consigned, the largest offering ever, and an abundance of '50s and '60s cars are also available this year.

Kruse International also announced that construction of its new auction complex, south of Auburn on Interstate 69, will be complete in time for the 1989 festival.

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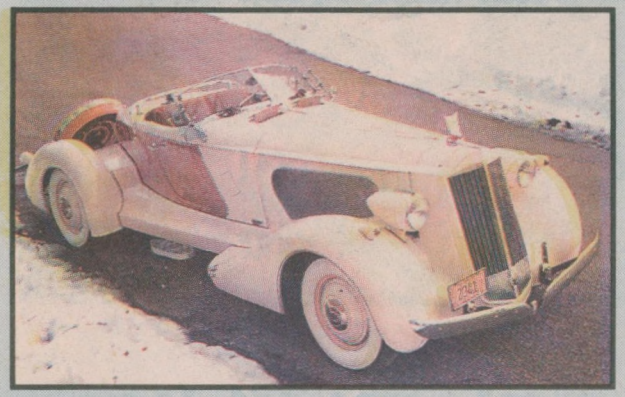
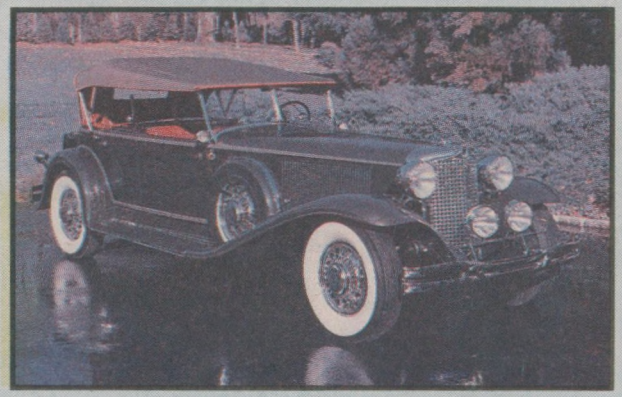
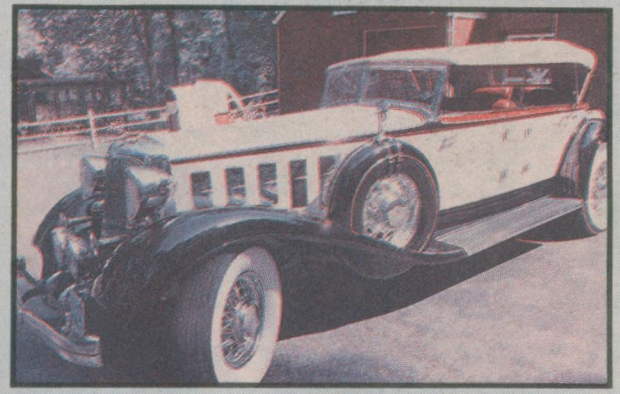


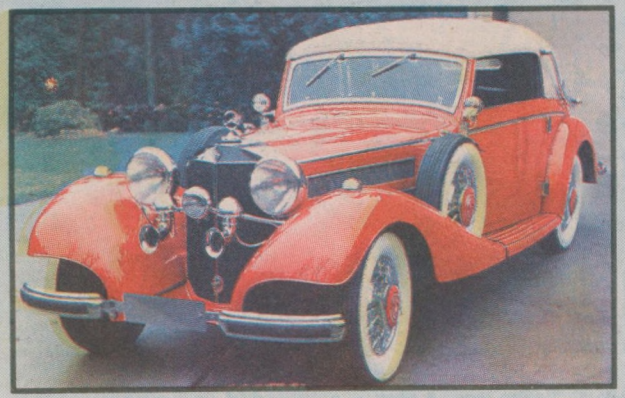
1936 Packard 2 dr. Speedster tailback.



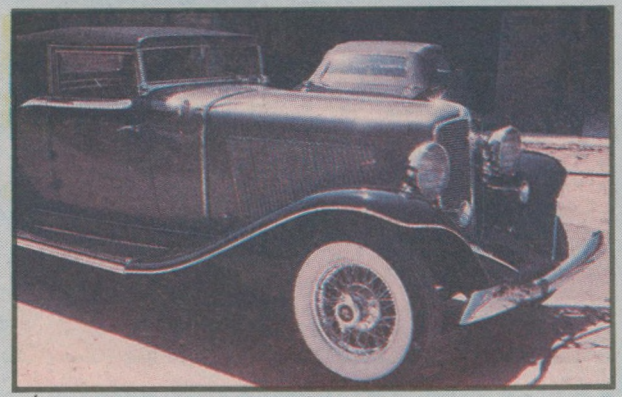
1931 Chrysler LeBaron, dual cowl Phaeton, 100 points restoration.



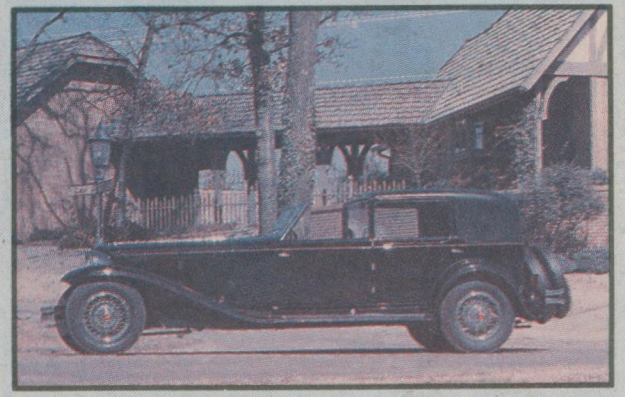
1933 Chrysler Imperial LeBaron



1938 Mercedes 540K, Cabriolet C.



1934 Auburn, 12 cyl. Salon Cabriolet used by James Cagney in the 1934 movie "Reform School" and as a personal vehicle during the same era.



1930 Cord L-29 Town Car, by Murphy.

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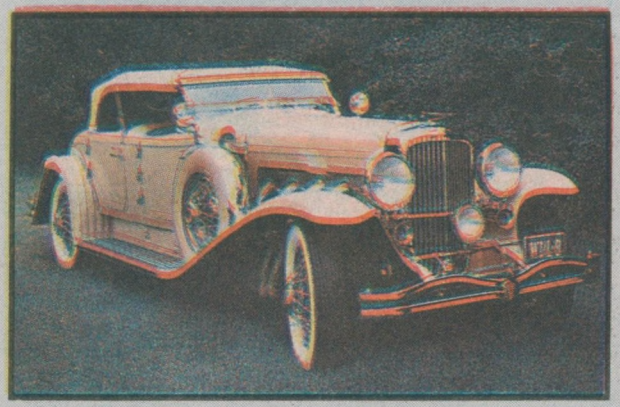
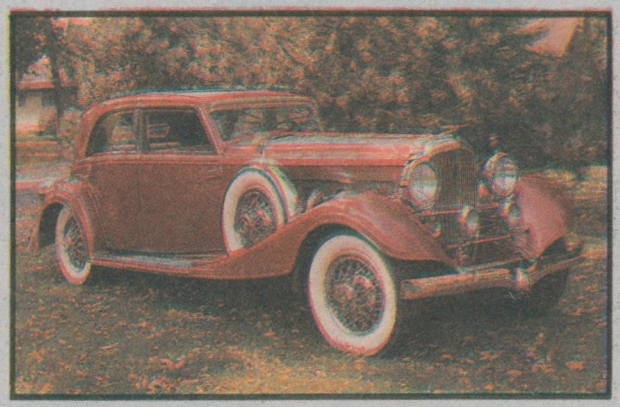
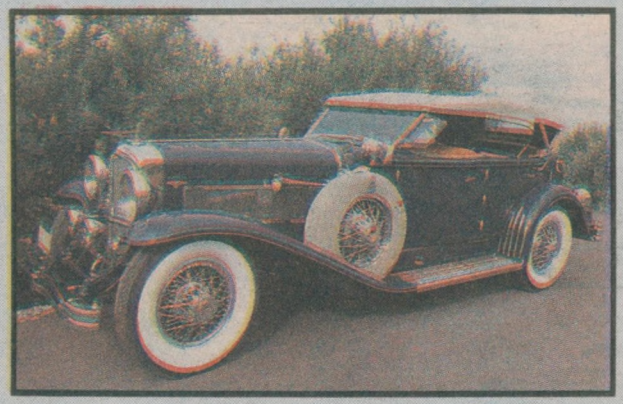


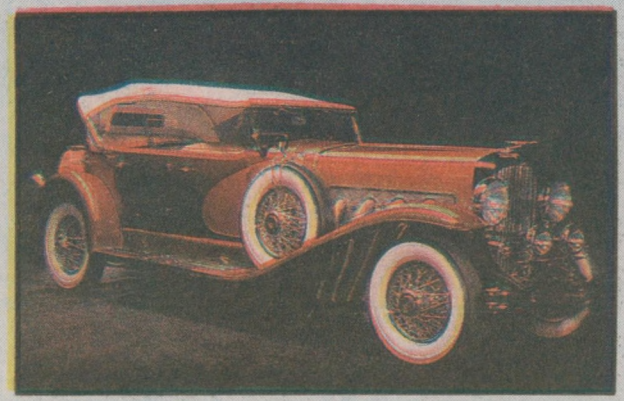
1934 Duesenberg Torpedo Phaeton, bodied by Weymann, built for E.L. Cord.



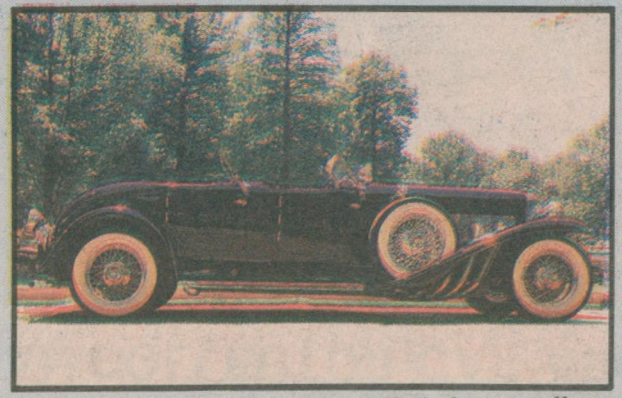
1933 Duesenberg 4-dr sedan, limousine body by Franay, full instrumentation and bar in back seat, divider window and sunroof, owned by Mae West.



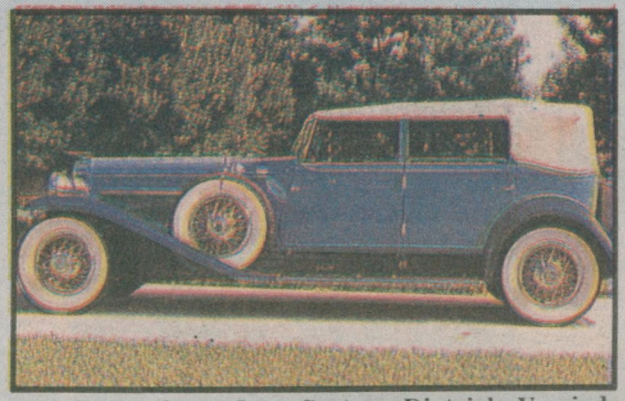
1929 Duesenberg, Murphy dual cowl Phaeton, perfectly restored show winner.



1930 Duesenberg, dual cowl Phaeton, body by LaGrande.



1930 Duesenberg Model J, 8 cylinder, totally rebuilt, 2 torpedo Phaeton.

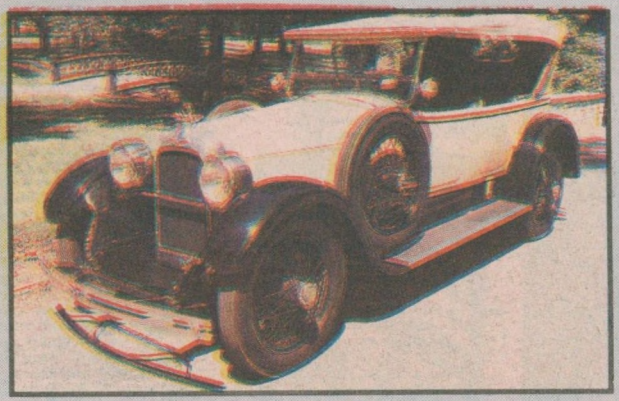


1931 Duesenberg J581 Custom Dietrich V windshield all weather Phaeton, perfectly restored

1980 Duesenberg II Boattail Speedster, new.

1931 Duesenberg J Torpedo Phaeton, totaly rebuilt and perfect restoration

1934 Duesenberg Model J, 4 door, sedan, all orginal, 2 owners, selling at no reserve to settle estate



1923 Duesenberg Model A, Rubay Tourin, 8 cyl., owned by Bill Harrah.

1952 Ferrari 212.

1961 Ferrari "Super America", Pinin Farina Cabriolet.

1965 Ferrari 275/GTB/2.

1966 Ferrari 275/GTS.

1974 Ferrari Dino 246/GTS.

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1972 Avanti,II
1978 Avanti,II
1988 Avanti,Silver Anniversary Coupe
1934 Bentley,3 Pos. Top Darby
1981 Bradly,GT Elec 96 Volt 2-Dr
1910 Brush,Convertible
1921 Buick,4-Dr Touring
1929 Buick,Roadster
1931 Buick,McGauthin
1937 Buick,4-Dr Sedan
1938 Buick,Century W/Dual Sidem
1938 Buick,2-Dr
1941 Buick,70 Series Phaeton
1941 Buick,Convertible
1941 Buick,Convertible Sedan
1949 Buick,Riviera
1949 Buick,Roadmaster Conv
1951 Buick,Convertible
1951 Buick,Roadmaster Conv
1952 Buick,Roadmaster
1953 Buick,Roadmaster Coupe
1953 Buick,Skylark Convertible
1955 Buick,Roadmaster Conv
1956 Buick,4-Dr
1956 Buick,Roadmaster
1957,75-K 2-Dr Hard Top
1959 Buick,Invicta Sport Coupe
1965 Buick,Riviera Coupe
1965 Buick,Riviera Grand Sport
1965 Buick,Wildcat GS
1970 Buick,Riviera
1973 Buick,Convertible
1987 Buick,GNX
1987 Buick,GNX Serial
1924 Cadillac,Limousine
1929 Cadillac,Dual Cowl Phaeton
1931 Cadillac,Fleetwood Conv
1932 Cadillac,4-Dr Sedan
1937 Cadillac,4-Dr Convertible
1937 Cadillac,60 Special Edition
1938 Cadillac,Imperial Formal Limo
1941 Cadillac,62 4-Dr
1941 Cadillac,Convertible Coupe
1941 Cadillac,Phaeton
1947 Cadillac,Convertible Coupe
1949 Cadillac,62 Convertible
1953 Cadillac,Eldorado Convertible
1954 Cadillac,Convertible
1954 Cadillac,Eldorado Convertible
1955 Cadillac,4-Dr
1955 Cadillac,Convertible
1955 Cadillac,Coupe Deville
1955 Cadillac,Eldorado Convertible
1956 Cadillac,62 Convertible
1956 Cadillac,62 Convertible
1957 Cadillac,Eldo Biarritz Conv
1959 Cadillac,62 Convertible
1959 Cadillac,Coupe Deville
1959 Cadillac,4-Dr Hard Top
1959 Cadillac,Eldorado Seville
1960 Cadillac
1960 Cadillac
1960 Cadillac,Convertible
1960 Cadillac,Convertible
1960 Cadillac,Convertible
1960 Cadillac,Eldo Biarritz Conv
1960 Cadillac,Eldo Biarritz Conv
1960 Cadillac,Eldo Biarritz Conv
1960 Cadillac,Eldo Seville Coupe
1960 Cadillac,Eldorado Seville
1961 Cadillac,Deville Conv
1961 Cadillac,Eldo Biarritz Conv
1961 Cadillac,Eldorado Biarritz
1963 Cadillac,Convertible
1963 Cadillac,Convertible
1967 Cadillac,Coupe Deville Conv
1967 Cadillac,Fleetwood Conv
1968 Cadillac,Coupe
1970 Cadillac,Convertible
1971 Cadillac,4-Dr
1972 Cadillac,Fleetwood Broughm
1973 Cadillac
1973 Cadillac,Coupe
1973 Cadillac,Eldorado Coupe
1974 Cadillac,4-Dr
1975 Cadillac,4-Dr
1976 Cadillac,Eldorado Convertible
1977 Cadillac,Cpe Devile De Elgan
1977 Cadillac,Eldorado Pickup
1977 Cadillac,Seville 4-Dr
1978 Cadillac,Eldorado Custom
1978 Cadillac,Seville Bonzi Racer
1978 Cadillac,Seville Custom Coupe
1981 Cadillac,Limousine
1987 Cadillac,Allante
1969 Camaro,Pace Car SS 396 Conv
1932 Chevrolet,Coupe
1940 Chevrolet,Sedan Delivery
1940 Chevrolet,Sedan Street Rod
1940 Chevrolet,Special Deluxe Conv
1941 Chevrolet,Pickup
1953 Chevrolet,Fire Truck
1954 Chevrolet,Corvette Roadster
1954 Chevrolet,Belair
1954 Chevrolet,Corvette Convertible
1955 Chevrolet,Belair
1955 Chevrolet,Belair 2-Dr
1955 Chevrolet,Belair 2-Dr HDTP
1955 Chevrolet,Belair Convertible
1955 Chevrolet,Convertible
1955 Chevrolet,Nomad
1956 Chevrolet
1956 Chevrolet,2-Dr Hard Top
1956 Chevrolet,Belair
1956 Chevrolet,Belair 2-Dr HDTP
1956 Chevrolet,Convertible
1957 Chevrolet
1957 Chevrolet
1957 Chevrolet,2-Dr Hard Top Cpe
1957 Chevrolet,Belair Convertible
1957 Chevrolet,Convertible
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1957 Chevrolet,Convertible
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1957 Chevrolet,Corvette Convertible
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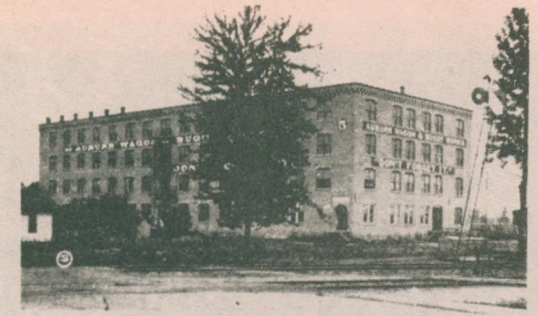
1958 Chevrolet,Impala Convertible
1958 Chevrolet,Impala Convertible
1958 Chevrolet,Impala Sport Coupe
1958 Chevrolet,Rave Belair 2-Dr HDTP
1959 Chevrolet,Corvette
1959 Chevrolet,Impala Convertible
1959 Chevrolet,Impala Coupe
1960 Chevrolet,Convertible
1960 Chevrolet,Corvette Convertible
1961 Chevrolet,Corvette Roadster
1961 Chevrolet,Corvette Convertible
1961 Chevrolet,Impala 2-Dr Coupe
1962 Chevrolet,Corvette Convertible
1962 Chevrolet,Corvette Convertible
1962 Chevrolet,Corvette Convertible
1962 Chevrolet,Gold Ann Impala HDTP
1963 Chevrolet,Convertible
1963 Chevrolet,Corvair Convertible
1963 Chevrolet,Corvette Split/W Cpe
1963 Chevrolet,Impala Convertible
1963 Chevrolet,Impala Coupe
1963 Chevrolet,Impala SS 409
1963 Chevrolet,Super Sport Coupe
1964 Chevrolet
1964 Chevrolet,Convertible
1964 Chevrolet,Corvette Coupe
1964 Chevrolet,Corvette Coupe
1964 Chevrolet,Corvette Roadster
1964 Chevrolet,Corvr Mon Spider CVT
1964 Chevrolet,El Camino
1965 Chevrolet,Chevelle Malibu SS
1965 Chevrolet,Impala Convertible
1966 Chevrolet,Impala SS
1967 Chevrolet,Convertible
1967 Chevrolet,Corvair Convertible
1967 Chevrolet,Corvette Convertible
1968 Chevrolet,Chevelle SS 396
1968 Chevrolet,Convertible
1969 Chevrolet,Camaro Pace Car Conv
1969 Chevrolet,Camaro Pace Car Conv
1969 Chevrolet,Camaro RS/SS
1969 Chevrolet,Chevelle
1969 Chevrolet,Corvette Roadster
1969 Chevrolet,El Camino
1970 Chevrolet,Corvette T-Top
1971 Chevrolet,Chevelle Heavy Chevy
1971 Chevrolet,Corvette
1972 Chevrolet,Camaro Coupe
1972 Chevrolet,Monte Carlo 2-Dr 13857
1972 Chevrolet,Impala Convertible
1972 Chevrolet,Pickup
1972 Chevrolet,Pickup
1973 Chevrolet,Caprice Classic Conv
1973 Chevrolet,Convertible
1974 Chevrolet,Camaro Z28
1977 Chevrolet,Vega 2-Dr
1978 Chevrolet,Corvette Pace Car
1978 Chevrolet,Corvette Pace Car
1978 Chevrolet,Corvette Silver Anny
1979 Chevrolet,Turbo Wid eBody Cpe
1980 Chevrolet,Corvette Dontov Conv
1982 Chevrolet,Camaro Pace Car
1982 Chevrolet,Camaro Z28 Coupe
1931 Chrysler,2-Dr Sedan
1931 Chrysler,Dual Cowl CG LaBaron
1931 Chrysler,Roadster CD8
1933 Chrysler,Imperial LeBaron
1933 Chrysler,LaBaron Imperial Phaeton
1936 Chrysler,Convertible Sedan
1937 Chrysler,Airflow
1941 Chrysler,Newport Dual Cowl Phaeton
1947 Chrysler,Windsor Covertible
1948 Chrysler,Royal Convertible
1950 Chrysler,Windsor
1951 Chrysler,Convetible
1959 Chrysler,Windsor Convertible
1966 Chrysler,300 Coupe
1967 Chrysler,Imperial Convertible
1981 Chrysler,Imperial
1987 Citroen,CX 25 Prestige Sedan
1930 Cord,L29 4-Dr Conv Sedan
1930 Cord,L29 Murphy Towncar
1936 Cord,Beverly V-8 Sedan
1937 Cord,812 Phaeton
1937 Cord,812 Super Charged Phaeton
1988 Cord,Replica
1975 Cosworth,Vega
1971 Cougar,Coupe
1970 Defiance,Custom Freightliner
1939 Delahaye,GFA By Vanden Plas
1948 Desoto
1936 Dodge
1958 Dodge,Convertible
1969 Dodge,Charger General Lee
1970 Dodge,Charger 500
1978 Dodge,Challenger
1923 Duesenberg,A Rubay Touring
1929 Duesenberg,Murphy Dual Cowl Phaeton
1930 Duesenberg,Dual Cowl Phaeton
1931 Duesenberg,2581 Dietrich Co Sd
1930 Duesenberg
1933 Duesenberg,J365 Franay 4-Dr Limo
1934 Duesenberg,J364 Sedan Body 453
1980 Duesenberg,RPL Boattail Spd II
1952 Ferrari,212
1961 Ferrari,250 Pinin Farina GT
1965 Ferrari,275/GTB/4
1966 Ferrari,275/GTS
1969 Ferrari,365/GTC/4
1971 Ferrari,365/GTB/4
1974 Ferrari,246/GTS Dino
1980 Ferrari,BB/512 "Boxer"
1986 Ferrari,328 Targa
1924 Flint,Roadster
1912 Ford,T Speedster
1915 Ford,T Touring
1917 Ford,Grand Touring
1926 Ford,T Bucket
1928 Ford,A Custom Speedster
1928 Ford,A Phaeton
1929 Ford,AA Truck
1929 Ford,Cabriolet
1929 Ford,T Pickup Rdst Conv
1930 Ford,A Roadster Truck
1931 Ford,A Boattail Roadster
1931 Ford,Pickup
1932 Ford
1934 Ford,Cabriolet Replica
1934 Ford,Roadster
1935 Ford,5 Window Coupe
1936 Ford,Roadster
1938 Ford,Club Deluxe Conv
1946 Ford
1947 Ford,Coupe
1948 Ford,Convertible
1948 Ford,Convertible
1949 Ford,Continental Conv
1951 Ford,Woody Station Wagon
1952 Ford,4-Dr
1952 Ford,Customline Sedan 4-Dr
1953 Ford,Coupe
1954 Ford,Pickup
1954 Ford,Pickup
1955 Ford,Thunderbird Conv
1955 Ford,Thunderbird Conv
1955 Ford,Thunderbird Conv
1956 Ford,F-100
1956 Ford,Thunderbird Conv
1956 Ford,Thunderbird Conv
1956 Ford,Thunderbird Conv
1957 Ford,Thunderbird Series Conv
1957 Ford,Thunderbird Conv
1957 Ford,Thunderbird Conv
1957 Ford,Thunderbird Conv
1957 Ford,Thunderbird Conv
1957 Ford,Thunderbird Conv
1957 Ford,Thunderbird Tudor
1958 Ford,Thunderbird Conv
1959 Ford,2-Dr
1959 Ford,4-Dr
1959 Ford,Convertible
1959 Ford,Thunderbird Conv
1960 Ford,Thunderbird Conv
1961 Ford,T-bird Tonto Conv
1961 Ford,Thunderbird Conv
1961 Ford,Thunderbird Conv
1962 Ford,T-Bird Conv Spt Rdst
1962 Ford,Thunderbird Roadster
1963 Ford,Falcon Convertible
1963 Ford,Galaxie XL Fastback
1963 Ford,Thunderbird Coupe
1963 Ford,Thunderbird Coupe
1963 Ford,Thunderbird Coupe
1964 Ford,500 XL Convertible
1964 Ford,Falcon 2-Dr Conv
1964 Ford,Galaxie 500 66
1964 Ford,Mustang Convertible
1964 Ford,Mustang Convertible
1964 Ford,Thunderbird Conv
1964 Ford,Thunderbird Conv
1964 Ford,Thunderbird Conv
1964 Ford,Thunderbird Conv
1965 ford,1/2 Ton Pickup
1965 Ford,Falcon Convertible
1965 Ford,Mustang Convertible
1965 Ford,Mustang Convertible
1965 Ford,Mustang Convertible
1965 Ford,Mustang K Conv
1965 Ford,Thunderbird 2-Dr SD
1966 Ford,Mustang Convertible
1966 Ford,Mustang Convertible
1966 Ford,Mustang Fastback
1966 Ford,Thunderbird Conv
1966 Ford,Thunderbird Conv
1966 Ford,Thunderbird Coupe
1967 Ford,Mustang Conv
1967 Ford,Shelby
1968 Ford,Shelby GT 500
1968 Ford,Torino GT CV Pace Car
1969 Ford,Shelby GT 500
1969 Ford,Shelby Mustang GT500
1970 Ford,Mustang Boss 302
1970 Ford,Mustang Mach 1
1970 Ford,Mustang Mach 1
1971 Ford,Torino GT Conv
1973 Ford,Mustang Mach 1
1976 Ford,El Camino Truck
1979 Ford,Mustang Ghia
1982 Ford,El Camino
1983 Ford,Torino Convertible
1929 Graham,Supercharged 4-Dr
1928 Graham Paige,835 Custom Speedster
1934 Hanomag,Convertible
1912 Hupmobile,Roadster
1969 Jaguar,XKE 2+2
1970 Jaguar,XKE Roadster
1972 Jaguar,XKE
1976 Jaguar,XJS Coupe
1927 LaSalle,Roadster
1927 LaSalle,Roadster 6 Wheel
1931 LaSalle,Convertible 345A
1934 LaSalle,4-Dr
1935 LaSalle,Convertible
1938 LaSalle,5027
1938 LaSalle,LaSalle Conv Coupe
1929 Lincoln,7-Pass Willowby Limo
1930 Lincoln,4-Dr Sedan
1938 Lincoln,V-12 Victoria Conv
1941 Lincoln,Zephyr
1946 Lincoln,2-Dr
1946 Lincoln,2-Dr
1951 Lincoln
1956 Lincoln,4-Dr Sedan
1956 Lincoln,Mark II
1957 Lincoln,Continental Mark II
1959 Lincoln,Continental Mark IV
1967 Lincoln,4-Dr
1969 Lincoln,Mark III
1969 Lincoln,Mark III
1970 Lincoln,Mark III
1970 Lincoln,Mark III
1975 Lincoln,Mark IV Lipstick Ed
1977 Lincoln,Mark IV Cartier
1978 Lincoln,Custom
1979 Lincoln,Collector Series
1979 Lincoln,Mark V Cartier Ed
1965 Lotus,35 Formula 2 Racecar
1926 Mack,AB
1946 Mack,Fire Truck
1938 Mercedes Benz,540 K Cabriolet C
1953 Mercedes Benz,300 D Cabriolet 4-Dr
1955 Mercedes Benz,220 A Cabriolet
1957 Mercedes Benz,300 SL Gullwing
1960 Mercedes Benz,300 SL Roadster
1962 Mercedes Benz,190 S Roadster
1967 Mercedes Benz,300 SEL
1969 Mercedes Benz,280 SE Conv Coupe
1971 Mercedes Benz,250 C
1971 Mercedes Benz,35 Coupe
1973 Mercedes Benz,450 SL Roadster
1975 Mercedes Benz,450 SL Roadster
1978 Mercedes Benz,6.9 4-Dr Sedan
1979 Mercedes benz,2300 CC Relp Gazelle
1979 Mercedes Benz,450 SLC Coupe
1980 Mercedes Benz,300 Sedan
1980 Mercedes Benz,280
1980 Mercedes Benz,450 SL Convertible
1983 Mercedes Benz,500 Ang
1954 Mercury,Woody Wagon
1957 Mercury,Convertible
1962 Mercury,Montego
1970 Mercury,Cougar Eliminator
1973 Mercury,Cougar XR7
1977 Mercury
1950 MG,TD Roadster
1932 Miller,2-Man indy Race Car
1925 Minerva,Type AB
1939 Morgan
1910 Napier,Open Tourer
1923 Nash,7-Passenger Touring
1929 Nash,Cabriolet Custom Body
1951 Nash,Healy Spt Car
1987 Newman Energymachine,Porsche Assis
1931 Oldsmobile,4-Dr Sedan
1939 Oldsmobile,Convertible
1949 Oldsmobile,98 Convertible
1951 Oldsmobile,Convertible
1953 Oldsmobile 4-Dr
1953 Oldsmobile,88 4-Dr Sedan
1954 Oldsmobile,98 Convertible
1955 Oldsmobile,Convertible
1956 Oldsmobile,98 Starfire Conv
1956 Oldsmobile,Holiday 88
1956 Oldsmobile,Super 88 Convertible
1958 Oldsmobile,4-Dr
1959 Oldsmobile,98 Sport Coupe
1973 Opal,GT Coupe
1925 Overland,91A 4-Dr
1932 Packard,V-12 Conv Roadster
1936 Packard,R/S Coupe
1936 Packard,V12 Fernandez/Darrin
1937 Packard,Graber Victoria Conv
1938 Packard,V-12 4-Dr Cabriolet Conv
1941 Packard,160 Convertible
1941 Packard,Deluxe 110 Cab Conv
1942 Packard,Convertible
1948 Packard,4-Dr Sedan
1954 Packard,Carribean
1988 Pegasus,Coupe
1917 Pierce Arrow,Victoria Touring
1927 Pierce Arrow,33
1931 Pierce Arrow,Dual Windshield Phaeton
1941 Plymouth,4-Dr
1941 Plymouth,Convertible
1948 Plymouth,4-Dr Sedan
1952 Plymouth,Station Wagon
1955 Plymouth,Coupe
1937 Pontiac,4-Dr
1952 Pontiac,Chieftan Conv
1954 Pontiac,Star Cheif Conv
1957 Pontiac,Coupe
1959 Pontiac, Bonneville Convertible
1959 Pontiac,Catalina Sport Coupe
1965 Pontiac,GTO
1966 Pontiac,GTO 2-Dr Hard Top
1969 Pontiac,Convertible
1969 Pontiac,GTO Hard Top
1970 Pontiac,GTO
1971 Pontiac,Trans Am
1972 Pontiac,LeMans
1978 Pontiac,Trans Am
1979 Pontiac,Trans Am Pickup
1974 Procustom,Kit Car "Corvette"
1986 Pulse
1970 Plymouth,Barracuda
1985 Ranger,Rover Vogu
1921 Rolls Royce,Silver Ghost
1927 Rolls Royce,P1 Murphy Conv
1938 Rolls Royce,Cockshoot Wraith LMO
1961 Rolls Royce,Silver Cloud II
1962 Rolls Royce,Silver Cloud
1962 Rolls Royce,Silver Cloud II
1969 Rolls Royce,Silver Shadow
1971 Rolls Royce,Corniche Convertible
1972 Rolls Royce
1976 Rolls Royce,Silver Shadow
1978 Rolls Royce
1982 Rolls Royce,Silver Spirit
1987 Rolls Royce,Corniche II Conv
1982 Sebring
1979 Sports Coach,Motor Coach
1931 Stinson,Airplane SM 600013
1920 Studebaker,20 Phaeton 4-Dr Tour
1963 Studebaker,Avanti
1970 Tchauyka,Limousine (Russian)
1932 Vauxhall,Silent Six
1957 Volkswagon,European Model
1966 Volkswagon,Beetle
1962 Volvo,PV544
1983 Zimmer,Golden Spirit



C. 1907 - This building was home of Auburn Wagon & Buggy Works, and later the W.H. McIntyre Company, manufacturer of highwheelers, commercial cars, and the Imp cycle car.

Today it is the home of Rieke Corporation, manufacturer of closures for drums and pails, products of Auburn, Indiana which are distributed throughout the world.

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GET YOUR SEAT NOW!

For those of you searching for the best vantage points for viewing the Parade of Classics, keep in mind that reserved grandstand seating will be available again this year.

Instead of standing for hours to watch a parade, or having a lousy seat behind someone's head, the grandstand seating allows a full view of all the fine classic cars. Since the seating is reserved, there's no need to worry about getting the good spots.

The seats were made available to the public for the first time in 1986. The move has proved to be an overwhelming success.

Make sure to get reservations in early, since tickets will sell fast. Tickets will be $5 each, and may be purchased at the Museum Gift Shop or by returning the coupon below.

Yes! Reserve my seats for the 1988 "Parade of Classics" I am requesting ____ seats at $5.00 each. Enclosed is my check for ____.

Name_____

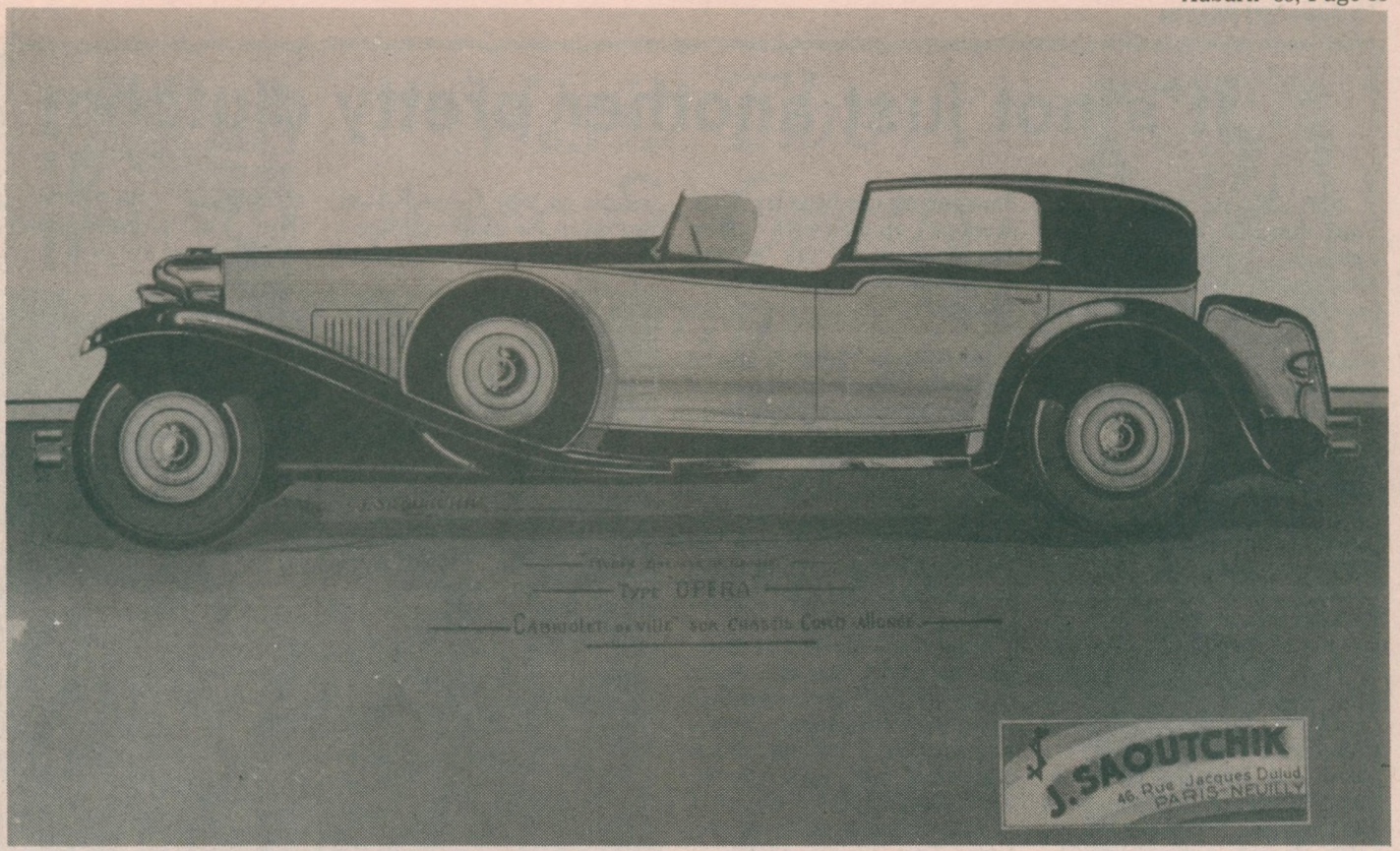
Address_____

City_____

State_____

Zip Code_____

Clip and Return to:
THE AUBURN-CORD-DUESENBERG FESTIVAL
P.O. Box 271
Auburn, Indiana
46706



A Cord L-29 design concept by J. Saoutchik of Paris, France. Circa 1930.

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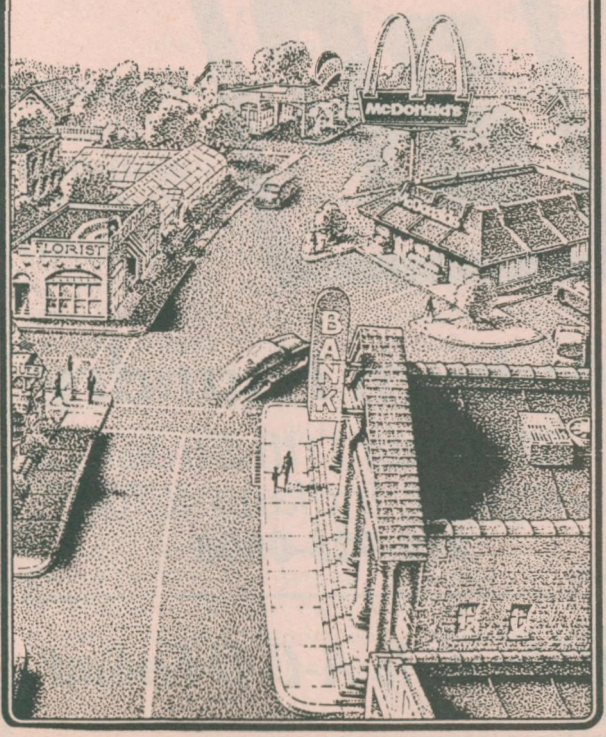

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Auburn, In. 46706

It's not just another pretty clutch

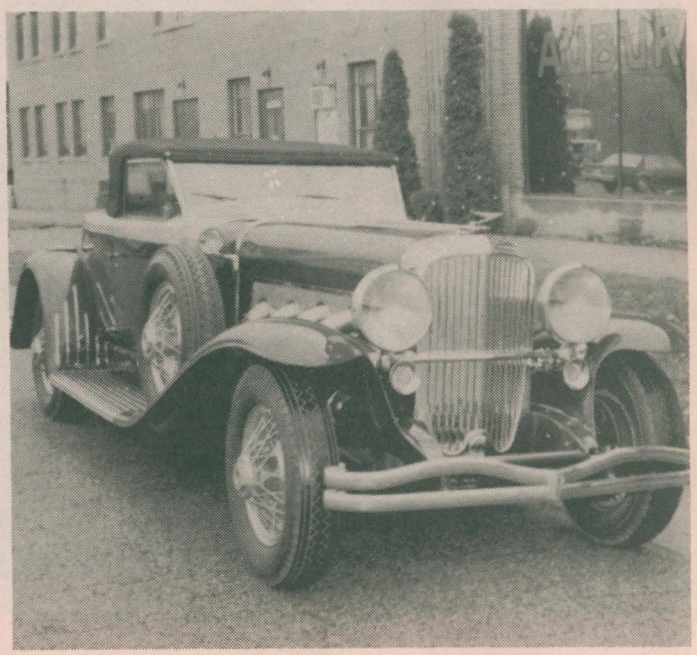
Fort Wayne Clutch, Inc., was founded by its current president Frank DeMayo. Starting in 1966 as a one man operation with available space of 240 square feet, by 1988 the company has grown into a 30 employee operation covering 35,000 square feet.

Rebuilding antique clutches and driveshafts has become an increasingly important part of their business. Requests are received from all over the country each week. This week a 1930 Pierce-Arrow may arrive, last week a 1936 Cord 810.

Fort Wayne Clutch rebuilt the faltering clutch on the Auburn-Cord-Duesenberg Museum's 1932 Duesenberg Model J Murphy Speedster just before being shipped to Switzerland to appear at the 1988 Geneva Auto Show. The Duesenberg has been traveling Europe along with other Duesenbergs in an exhibit sponsored by Philip Morris of Europe.

Fort Wayne Clutch is able to duplicate almost all types of friction clutches. Making hard-to-find or obsolete items is a challenge they enjoy to tackle. Most clutches and driveshafts are rebuilt the same day they are received. Thousands of clutch cores are on hand, some impossible to find elsewhere.

Auburn is Classic Car Capitol, but Fort Wayne Clutch reigns when it comes to clutches, flywheels, driveshafts, front wheel drive transaxles and axle shafts, and assemblies. Located twenty minutes south of Auburn, Fort Wayne Clutch is located at 2424 Goshen Road, just down the road from the I-69 and US 30 exit. Their phone number is 1-219-484-8505 for those with problem clutches looking for an answer.



The Museum's 1932 Duesenberg Model J Murphy Speedster.

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- One mile north of high school
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- Open Daily
- Phone 219-837-7313

Owner: John L. Williams

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Members of the Auburn-Cord-Duesenberg Club
We Salute "The Year of the Cord L-29".

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Sunday, September 4, 1988
10 A.M. Until 6 P.M.

See The Area's Finest Showing Of Handcrafted Items.
No Commercially-Made Products Are Included In This Show.
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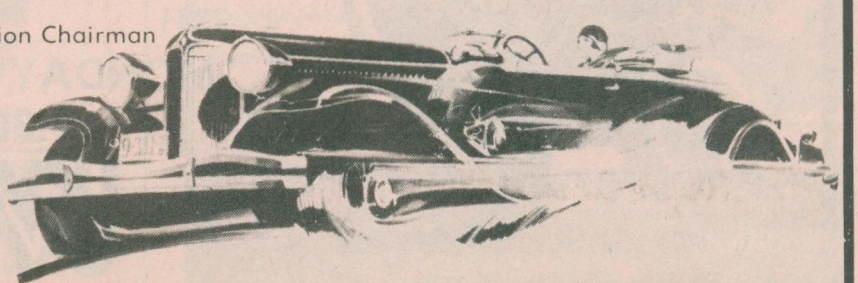
AUBURN-CORD-DUESENBERG FESTIVAL COMMITTEE

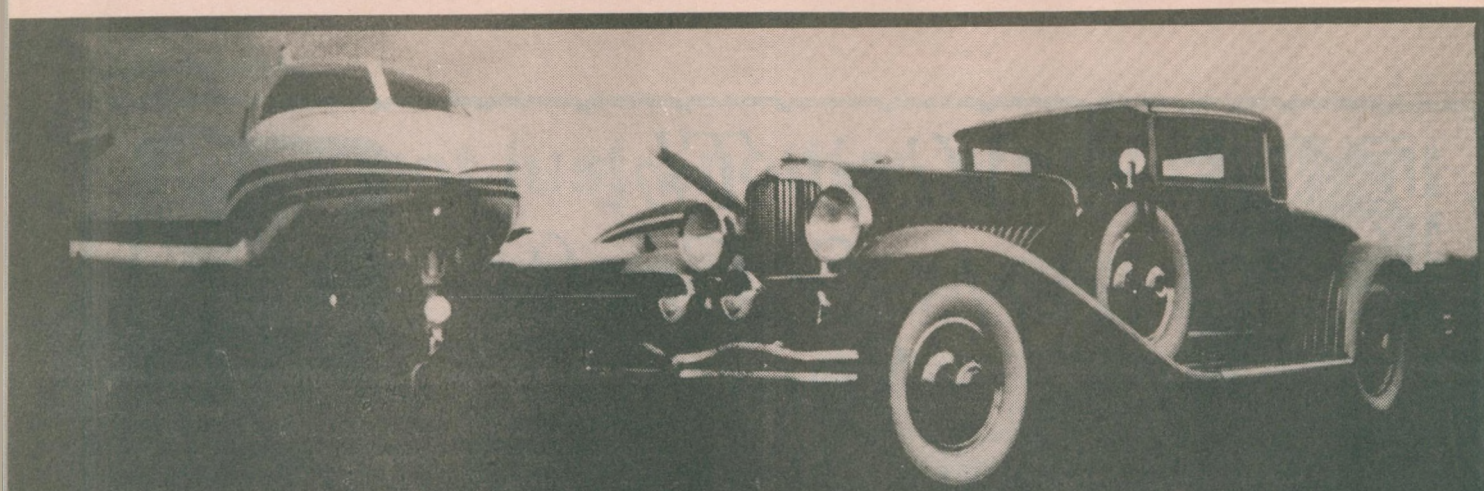
These members of **AUBURN-CORD-DUESENBERG FESTIVAL, INC.** volunteer their efforts generously each year in planning the non-profit organization's annual events.

AUBURN-CORD-DUESENBERG FESTIVAL - September 2 - September 5, 1988

Many Thanks to the AUBURN-CORD-DUESENBERG FESTIVAL Committee:

DONALD AIKEN, Auburn - A-C-D Museum President, Downtown Activities, Hoosier Tour
LEE BECK, Ft. Wayne - Tabloid Editor
MAX "TANK" BROWN, Auburn - Former Employees Reception Co-Ordinator
TOM BUSCH, Fort Wayne - Assistant Traffic Co-Ordinator
AL GENGNAGEL, Auburn - Parade Chairman
JEAN GRONEDYKE, Auburn -Treasurer, Hoosier Tour
DELMAR JOHNSON, Auburn - President A-C-D Festival
ROBERT KOKENGE, Auburn - Downtown Concessions And Traffic Co-Ordinator
SKIP MARKETTI, Auburn - Executive Director, A-C-D Museum And A-C-D Festival
JACK RANDINELLI, Auburn - Contract Negotiator
DAN REED, Fort Wayne - Auction Chairman
GREG SCHLOSSER, Auburn - Assistant Auction Chairman
JOHN MARTIN SMITH, Auburn - Secretary A-C-D Festival And Legal Counsel
DAVID TREACY, Fort Wayne - Assistant Treasurer, Eckhart Park Activities
GEORGE WITWER, Kendallville - Publicity Director, Automotive Swap Meet





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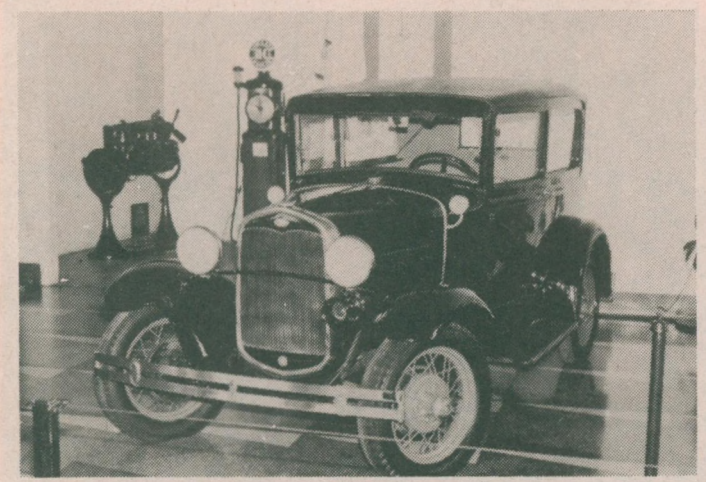
The 1988 Raffle Car: '29 Ford Model A

From 1928 to 1931, the Ford Model A was the American dream car.

Affordable, economical, and flying on the shirttails of the Model T, the Model A absorbed a popular following that still follows today.

And now, this endearing automobile can be yours. A 1929 Model A will be given away in a raffle sponsored by the Auburn-Cord-Duesenberg Festival.

The museum will be raffling the classic off on Sept. 5. Tickets are available at the Museum's gift shop or by sending a self-addressed stamp envelope to the Auburn-Cord-Duesenberg Museum, 1000 W. Wayne Street, P.O. Box 271, Auburn, IN 46706. Tickets are $2 each or three for $5. Receipt stubs will be returned.



Last year's Model A was raffled to Al Darrow of Twinning, Michigan.

1988 FESTIVAL RAFFLE CAR

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PHONE _____

NUMBER OF TICKETS DESIRED _____

AMOUNT ENCLOSED $ _____
(NO CASH)

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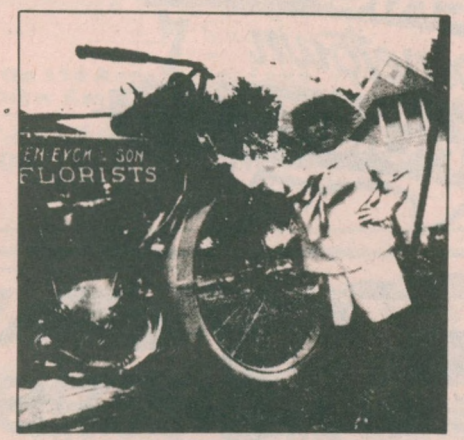

c. 1914 - Donald Ten Eyck, who became the third generation in the family-owned greenhouse business.

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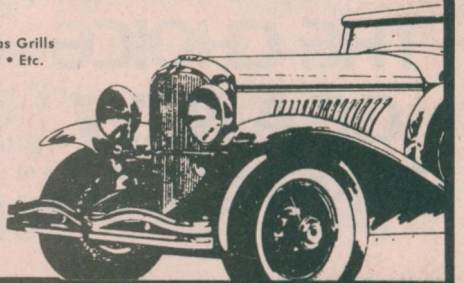

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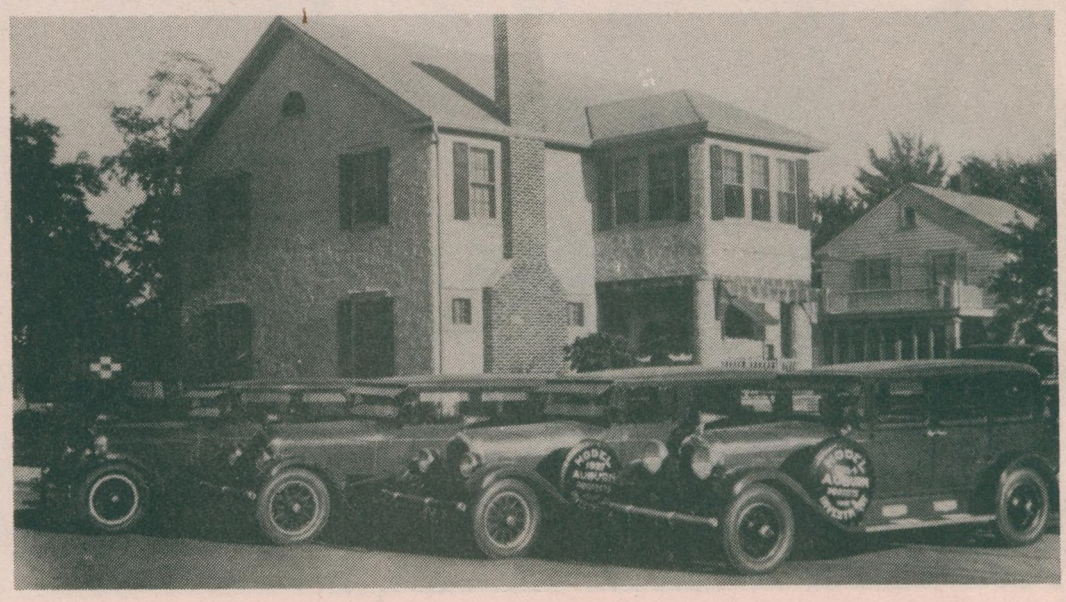
THE AUTO EXECUTIVE'S HOME
AUBURN '88 DECORATOR'S SHOWCASE

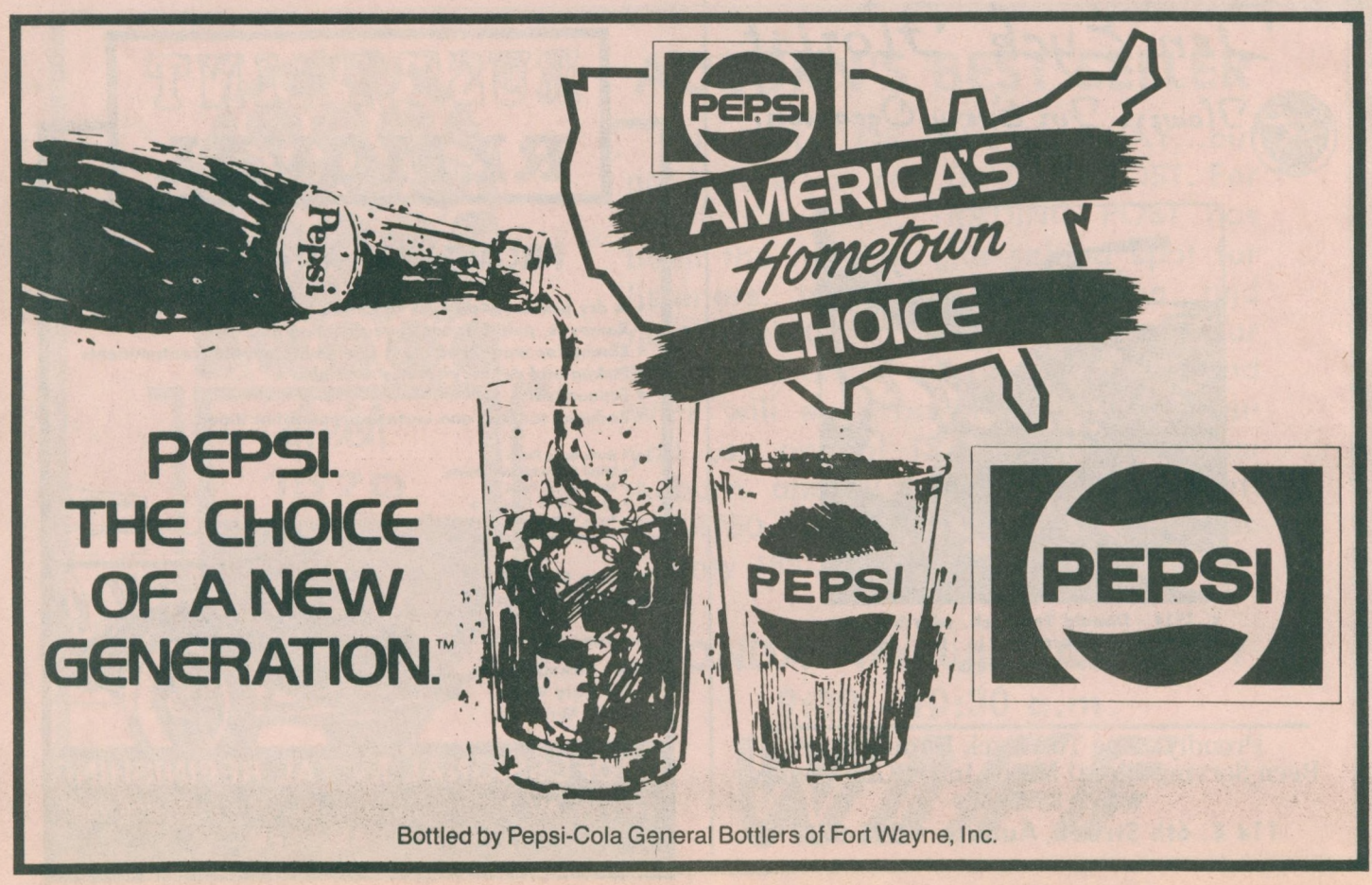
The 1988 Auburn Improvement Association's Decorator Showcase is a large, formal Colonial Revival home, located at 1023 N. Main Street in Auburn, Indiana. The first owners of the house, built in 1929, were Roy and Agnes Faulkner. Faulkner was vice-president, then president of the Auburn Automobile Company in the Twenties and Thirties.

Roy Faulkner spent most of his working life in the automobile business. He arrived in Auburn in 1922, taking over the assistant sales manager position. After Errett Lobban Cord, the well known president of Auburn, took controlling interest of the company in 1926, he promoted Faulkner to the vice-presidency.

Cord was a quiet, hard-working introvert who oversaw the rapid expansion of Auburn Automobile, yet needed an ambassador to the public, a role Cord disliked. Faulkner, a charming, sociable fellow, filled the role perfectly. In addition to his work at the company, Faulkner was always at hand to greet celebrities, attend conventions and auto shows, and hosted necessary functions. His home was designed as a setting for elaborate parties and will be restored and decorated in that style by 16 area decorators. The home is presently owned by Gilbert Fox.

The 10 room house will be open to the public from September 2nd through the 5th, and September 10th and 11th, from 11 a.m. to 8 p.m. There is a $3.00 admission charge.





Auburn Automobile Employee's Reception

The doors closed in 1937, but the memories live on.

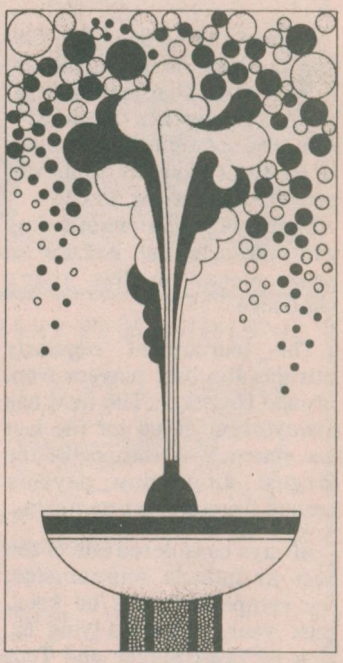
And those who worked for the Auburn Automotive Co. will once again gather to reminisce and re-record the history that was being made in the factories and buildings of the automobile manufacturers of the Auburn, Cord, and Duesenberg.

The former employees of Auburn do more than tell stories. They come together to honor and be honored. They are a breed of craftsman, those who know what long hours and short pay mean. Yet, they never thought of it in those terms; they merely said, "I was just doing my job."

A job in those days stood for pride, for giving a person's all in a task, no matter what the task may have been. Today they call it "Old World Craftsmanship." There is nothing European about it. It could be found in this country, and quite frequently. There are a few vestiges left of concern and quality, but for the most part forgotten.

This gathering is a living history book, a place where the stories told are repeated not for "old time's sake," but for posterity. The lessons learned long ago in those factories are lessons that have been too easily forgotten.

This gathering of employees will be held on Friday, Sept. 2 at 12:30 p.m. at the A-C-D Museum.



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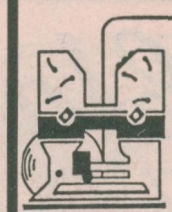

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Pro-Am Golf Tourney, 1988

Competition will not be limited to classic cars during the Auburn-Cord-Duesenberg Festival. The Indiana State Pro-Am Tournament held at the Greenhurst Country Club will provide excitement, too.

Seventy-four two-man teams will compete for $11,000 in prize money in this year's challenge.

The tournament regularly attracts the best players from around the state. The field has always been filled for the last six years. It is the one of the largest single-day payouts among the state tournaments.

Always considered one of the best in Indiana tournaments, the competition will be keen. Last year, a record-tying 62, shot by Scott Steger and Tom Santori, won the tournament. Both Steger and Santori are from Noblesville.

The first team will tee off at 7:30 a.m. on Friday, Sept. 2. Greenhurst Country Club is located just north of Auburn on State Road 427.

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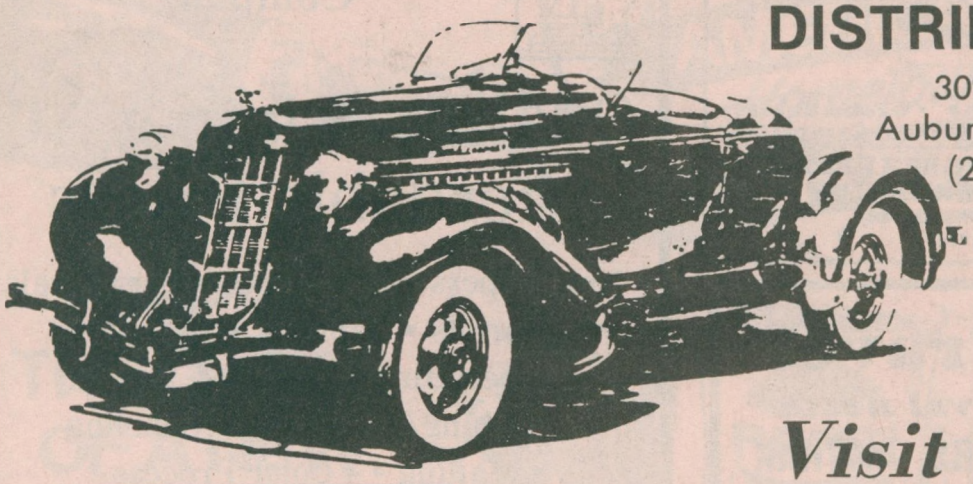

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Arts and Crafts Show

For those seeking Hoosier memorabilia, the Auburn Business Association's Arts and Crafts Show is the place to be.

A variety of items created by hand will be on sale Sunday, Sept. 4, from 9 a.m. to 6 p.m. The show will be located on the south and west sides of the courthouse square, extending to Eleventh Street.

All items are created by various artists from the Midwest, and no commercially made products are allowed at the show.

A sampling of the items in the show includes woodworking pieces, ceramics, handmade dolls, and other art work. Demonstrations of crafts will be shown and open to the public. Admission is free.

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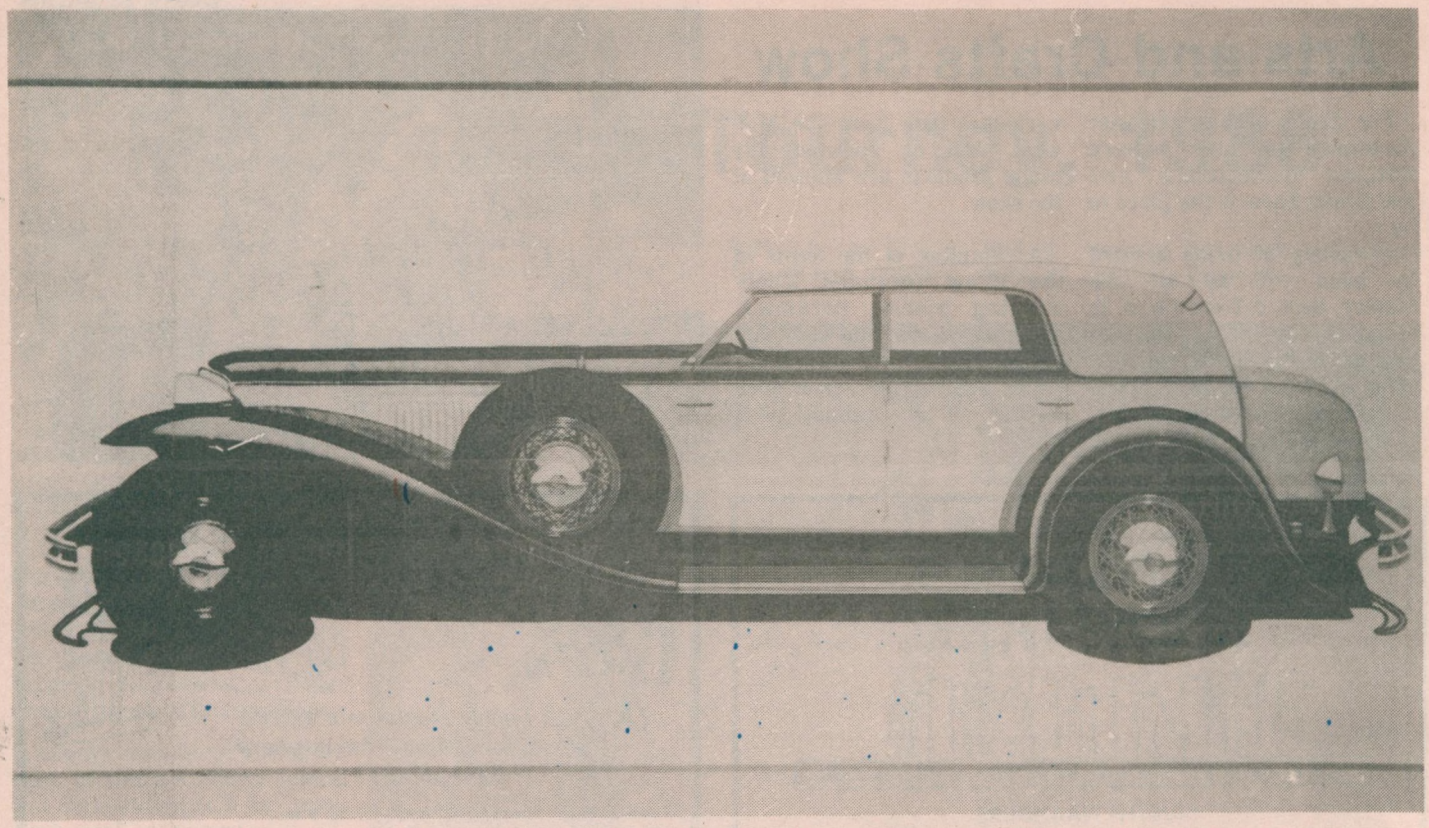

Cord L-29 design concept. Collapsible Sedan by Murphy of Pasadena. Circa 1930.

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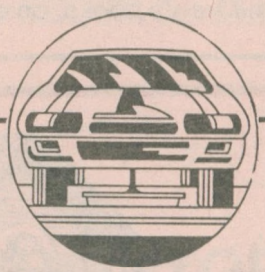

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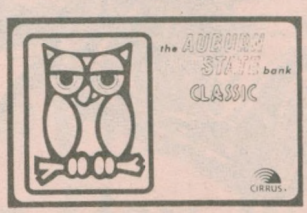

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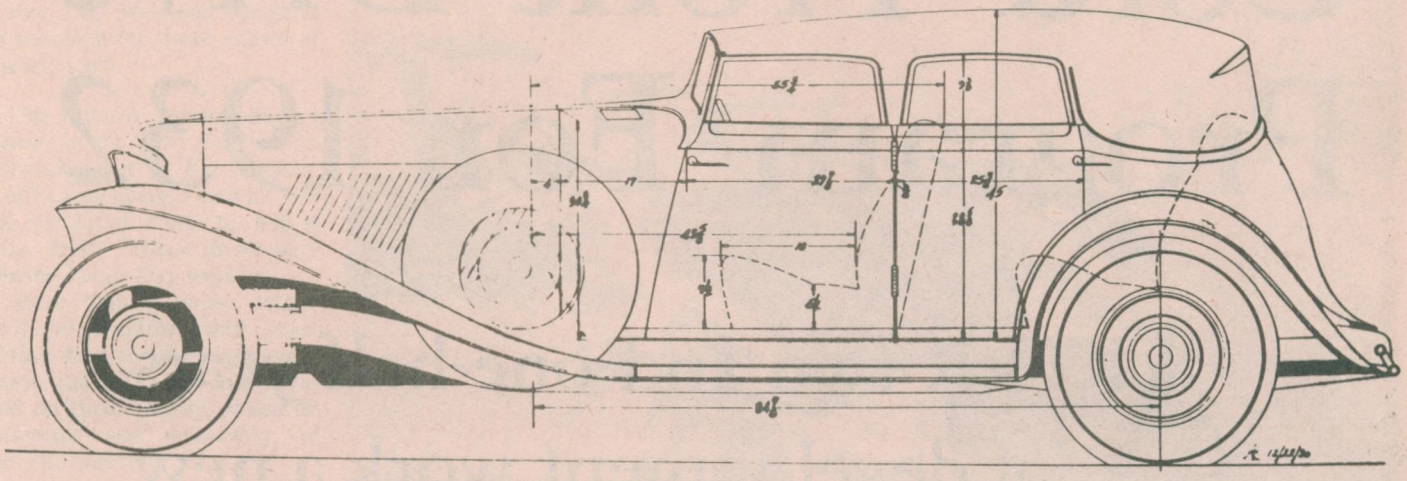
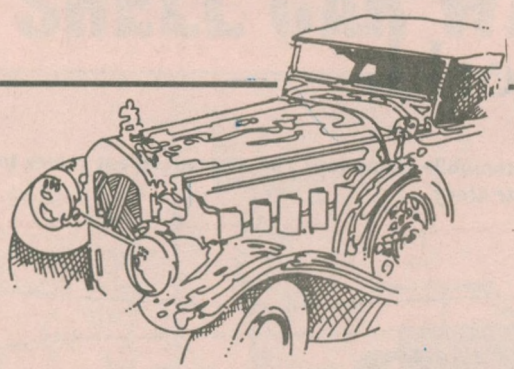


A Cord L-29 sedan design concept by Alan Leamy, body designer for the Auburn Automobile Company. Dated December 23, 1930.

WELCOME
ACD MEMBERS



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Cord Front-Drive Program For 1932

AFTER two and one-half years of development work a new Cord Front-Drive will be brought out during the year of 1932. It will be 200 Horse Power. We predict this new Cord Front-Drive will be the sensation of the automobile world.

This announcement appeared in the 1932 franchise book of the Auburn Automobile Company. The announcement refers to the V-12 Cord that was being considered for production. See page 17 for the complete story.

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Invitational Automotive Art Show

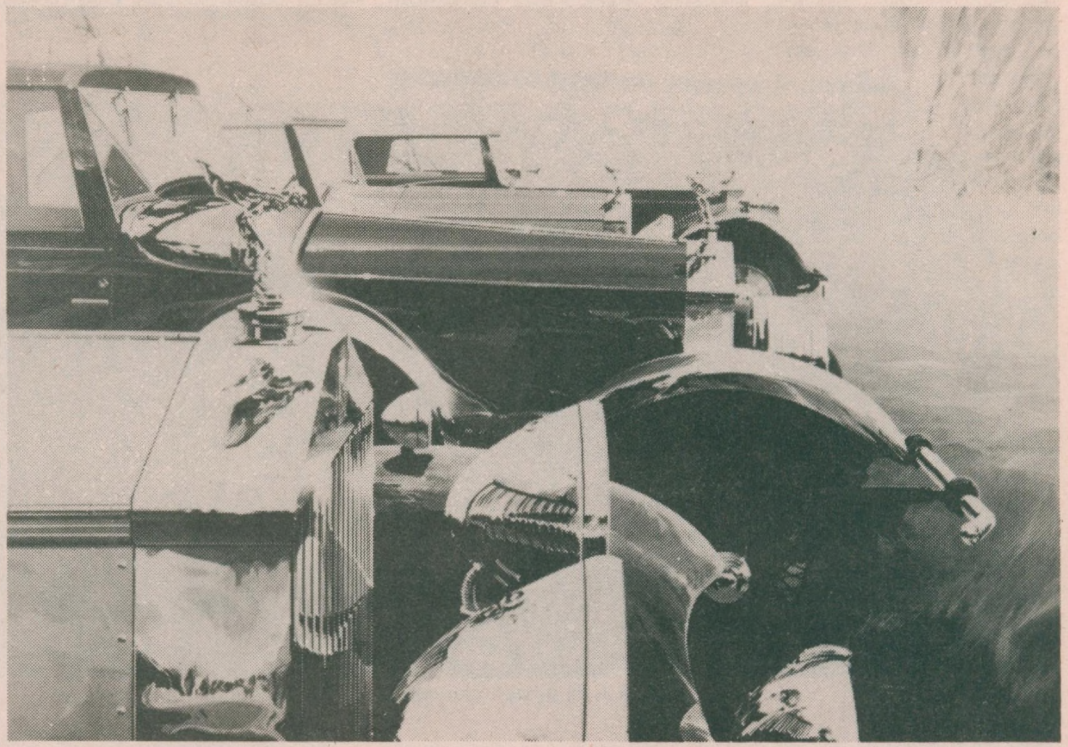
One of the newest events of Labor Day Weekend weekend is designed for those artists of classic cars.

The Auburn Automobile Art Show, in its third year as an official event of the Auburn-Cord-Duesenberg Festival, will be exhibited from 10 a.m.-6 p.m. from Friday to Monday during Labor Day weekend.

More than a dozen artists will be included this year. These aces of autos appear by invitation only, and are selected on their quality of craftsmanship and creativity of artistic endeavor.

Every type of medium is represented, including oils, pen and ink, sculptures, watercolors, plus much more.

The artists will be in attendance with their artwork at DeKalb High School, north of Auburn on State Road 427 (Main Street).



30 x 40 acrylic watercolor. Rolls-Royce. By Tom Hale. Photo courtesy of the artist.

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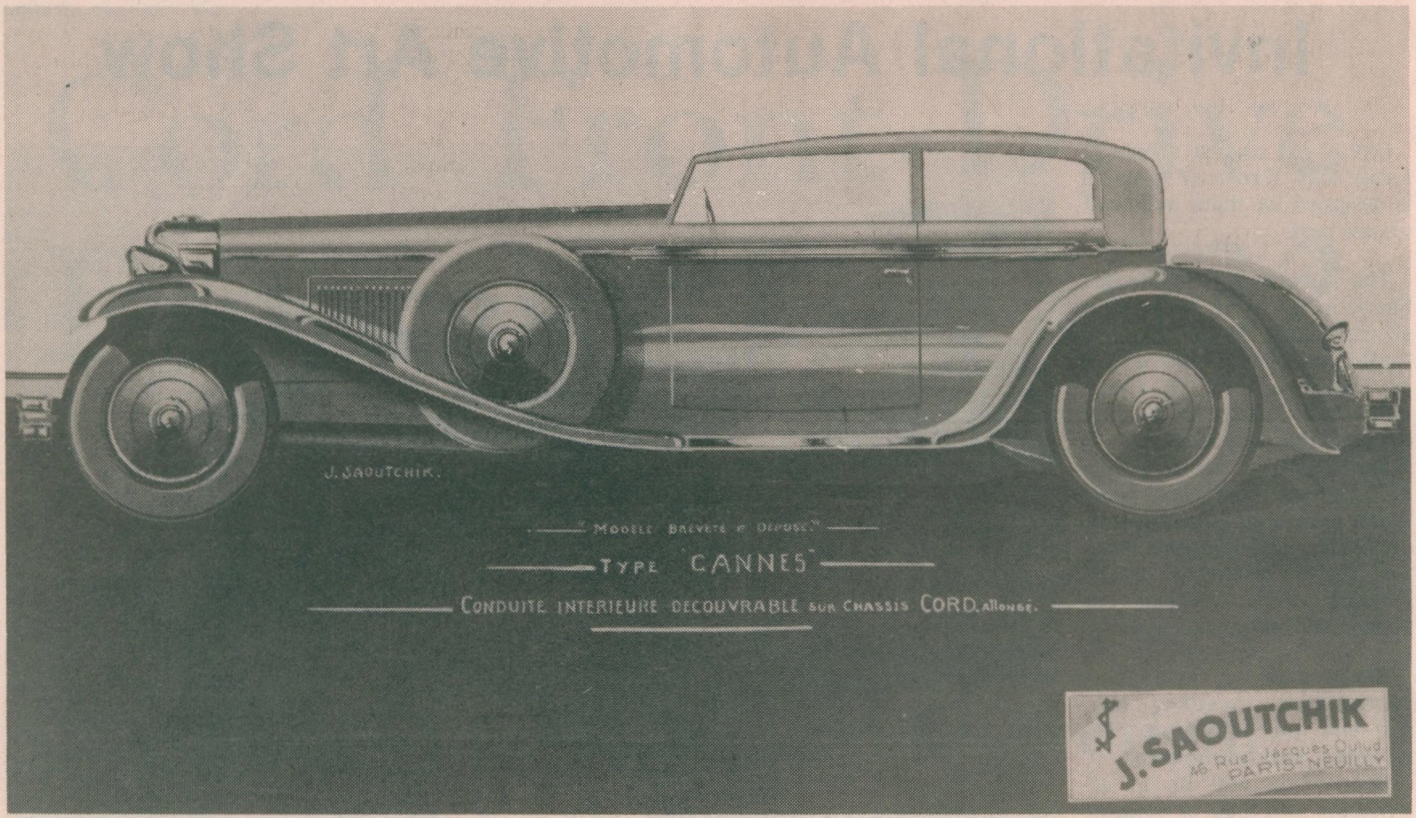

Cord L-29 design concept by J. Saoutchik of Paris, France.

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One typical town differed, though. A place called Auburn in Northeastern Indiana had a booming automotive industry. The town was known as "Little Detroit." Auburn was a key cog in the car world the first part of this century.

But all that has changed. The automotive boom in Auburn was gone by the late 1930s. Cars are no longer produced in Auburn.

The memories, however, live on. What was once "Little Detroit" is now "The Classic City." Those memories can be revived by taking the trolleys on the Festival's annual historical tours. The multitude of landmarks and automotive sites around the area can be visited via a shuttle bus, pointing out the important landmarks. Some factory buildings still exist, as do all of the houses of executives who once worked for the many different automotive manufacturers.

Some of the manufacturers that once called Auburn home include Auburn, Black, Cord, DeKalb, deSoto, Eckhart, Great Western, Handy Wagon, Imp Cyclecar, Kiblinger, McIntyre, Model, Nyberg, Union and Zimmerman.

The tours last approximately one hour, and will be held two days, on Saturday and Sunday, Sept. 3 and 4. Buses will depart from the corner of Main and Ninth Streets each hour from 10 a.m. to 5 p.m. Tourists may disembark at the ACD Museum on South Wayne Street.

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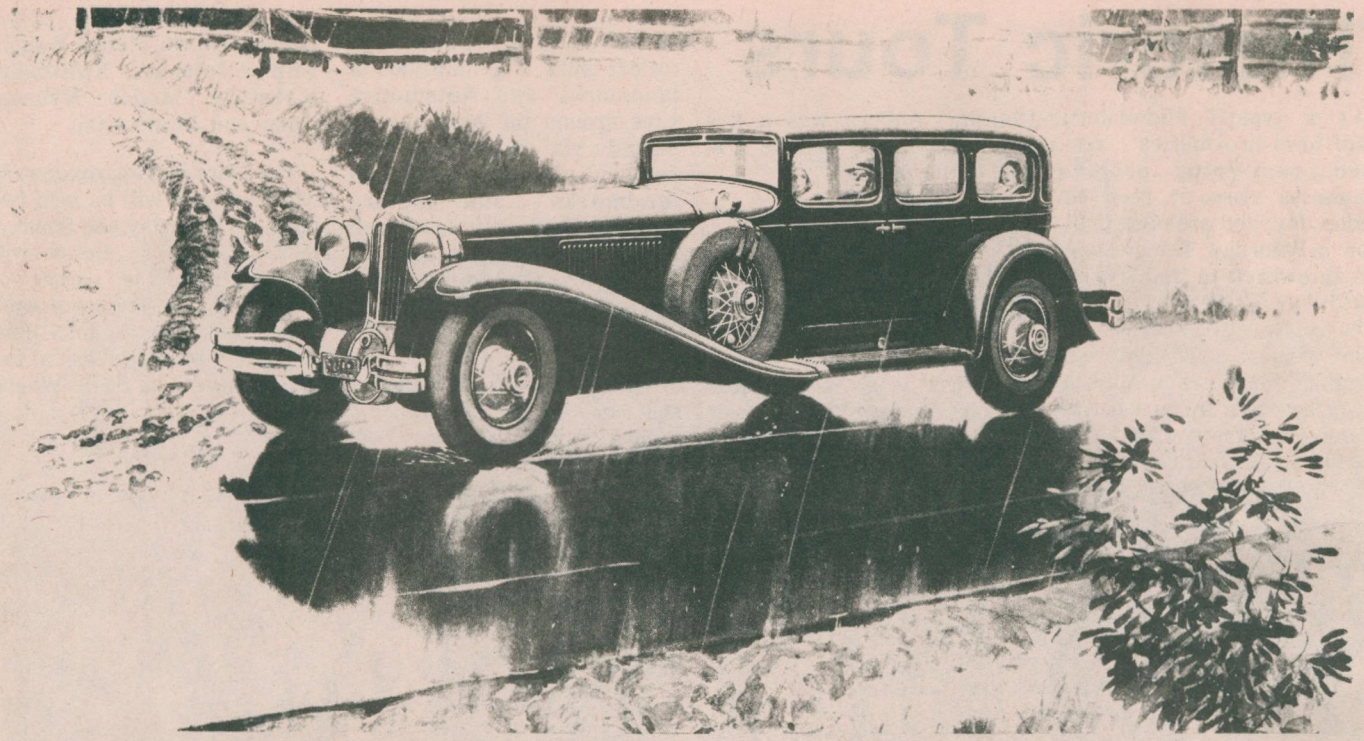

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The advantages found only in the Cord can be summed up in one statement—a Cord does all the things any other fine car can do, with less driver effort, with greater riding comfort, with better roadability and with greater safety.

There are three ways you can verify this claim: Ask Cord owners who have had six to twelve months' experience; drive the Cord yourself and compare it with any other fine car; study its structural difference and mechanical excellence. You will learn that the Cord has a lower center of gravity; that there is less tendency to tip or lean on turns; that the rear wheels do not bounce around but follow in a true manner; that there is no inclination to side-sway over cobble-stones and chuck holes; that the car always wants to go the way you aim it; that the front wheels lift up, tractor-like, out of ruts; that it holds the road much better, due to a minimum of unsprung weight in the rear; and that you enjoy a new kind of comfort possible only when you ride *in* a car and not *on* it.

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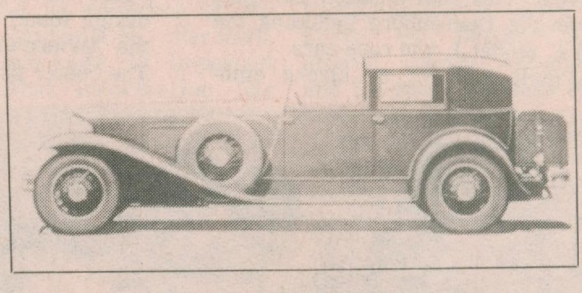

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Auburn's **other** Classic Tradition

1988 Quilt a 'Duesie'

Involved as an official part of the Auburn-Cord-Duesenberg Festival for the 7th year, and the 3rd year they will have a classic car quilt on the auction block, the Retired Senior Volunteer Program (RSVP) of Auburn once again makes an outstanding contribution to this event. This year's classic car quilt features the Duesenberg including the Model A, Model J, and race cars.

The quilt includes 30 blocks embroidered by 20 ladies who volunteered their time and efforts into each block. Patti Sheppard, director of RSVP, embroidered the lettering on the quilt. The center blocks are pieced together along with a border surrounding the center panels. The border was reproduced directly from the terazzo floor design found in the main showroom of the Auburn-Cord-Duesenberg Museum. The center panels were researched and designed by Thais Heinzerling of Garrett, Indiana.

The research, patterns, fabric preparation, block cutting, pattern transfers, embroidery, piecing, sewing, marking quilt lines, basting quilt layers, hand quilting, and building all adds up to an astounding 1513 hours spent making the quilt. It is indeed a one-of-a-kind hallmark in quilts worth seeing. The quilt's finished size is 80" x 100".

The 7th Annual RSVP Quilt Show will be held on Saturday, September 3, 1988 from 10:00 a.m. to 5:00 p.m. at the Immaculate Conception Church at 500 E. 7th Street. The show includes a quilt display of old and new, the 1988 Sampler Quilt raffle and winners of the quilt block contest. The raffle tickets are 3 for $1.00. Persons interested in displaying a quilt or entering the quilt block contest are asked to contact the RSVP office at 1-219- 925-0917 by August 19, 1988.

Door prizes and quilting demonstrations will also be taking place during the show. Admission is $2.00 for adults, $1.00 for senior citizens and children under 12.

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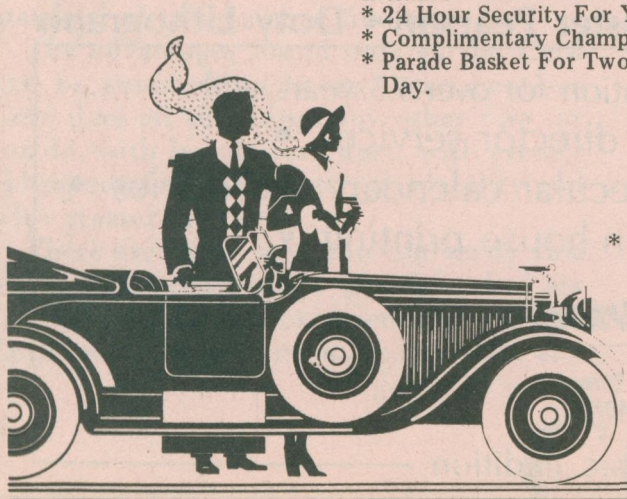

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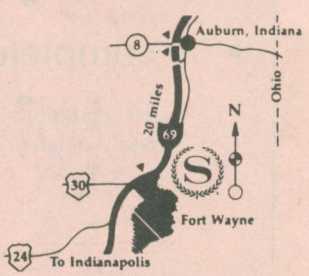

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The Tri Kappa Antique Show

Chairs, old portraits, jewelry. You name it, nothing is sacred when someone's agenda concerns going to an antique show. There's something unique about a show that makes one want to present anything displayable, and the place to view these presentations during Labor Day weekend is the 19th annual Tri Kappa Antique Show and Sale, inside DeKalb High School.

The Tri Kappa Show is one of the best antique events held in Indiana, drawing enthusiastic collectors from all over the nation. The Alpha Pi Chapter of Tri Kappa has organized the show every year since its inception in 1970.

The Auburn-Cord-Duesenberg Museum can certainly be considered one of the major benefactors from Tri kappa's generosity. Tri Kappa donated its collection of Auburn Automotive literature, and this core of important historical information has helped immensely in the growth of the museum's archives. Its collection of literature, blueprints, and books helps assist writers, historians, researchers and restorationists in collecting information on the Auburn, Cord and Duesenberg companies and their automobiles.

The proceeds from gate admissions make possible the philanthropic activities of Tri Kappa. This year, they are sponsoring a new project, Books for Babes, which offers literacy for new mothers on how to teach reading skills to their children. The program is primarily for young mothers, and it is coordinated in conjunction with DeKalb Memorial Hospital.

Other projects and donations include the Preschool for Handicapped Children, The Family Shelter, the Drug Task Force, the DeKalb County Mental Health Association, and the Riley Children Hospital in Indianapolis.

Other donations go to DeKalb High School, Glen Oaks Nursing Home, and the American Lung Association.

Tri Kappa also sponsors numerous scholarships to grade school and high school students. In cooperation with the Auburn Kiwanis, together they honor the outstanding academic achievers of area high schools. Tri Kappa also sponsors children in Camp Riley.

The hours for the Tri Kappa Show and Sale are 11 a.m.-8 p.m. on Saturday and Sunday, and 11 a.m.-5 p.m. Monday.

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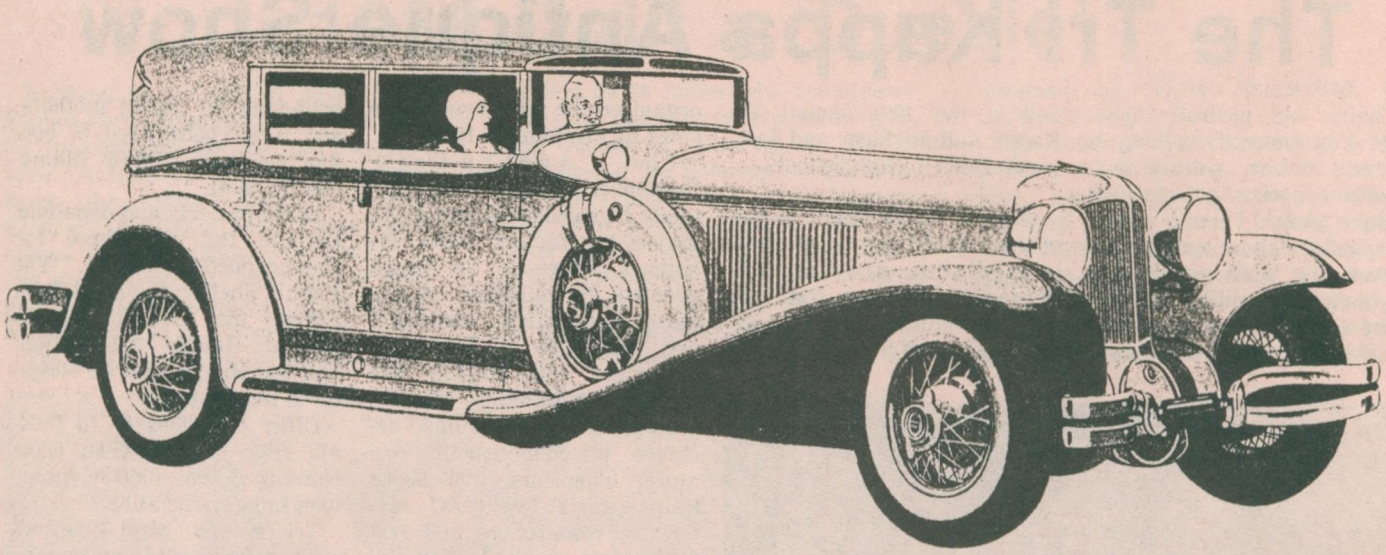

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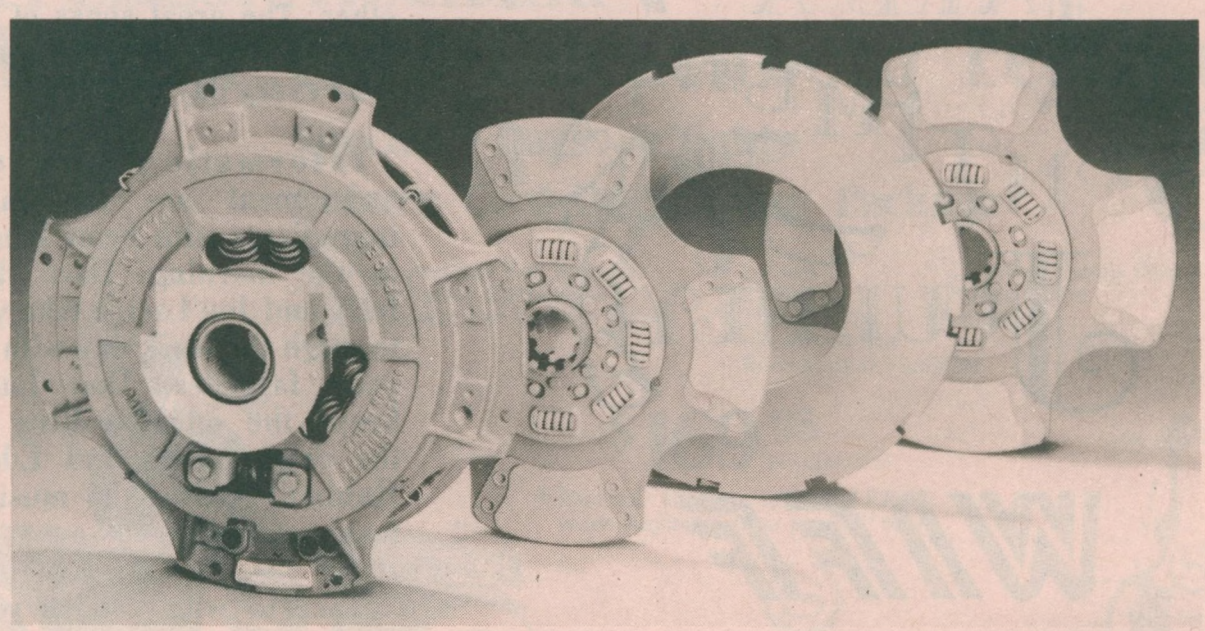

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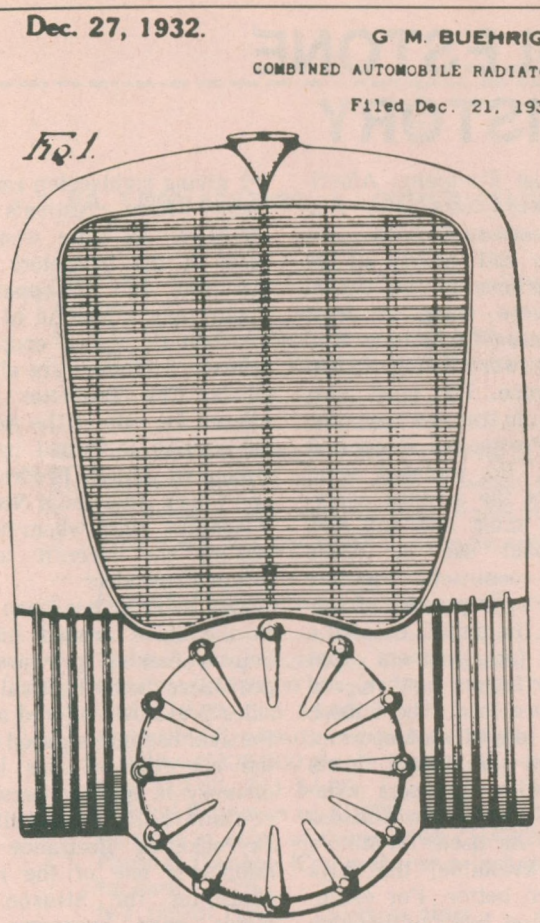

The Buehrig designed front end for the Cord E-1.

See page 17 for the details

Stinson flying to festival

Once again the 1931 Stinson Tri-Motor returns to Auburn for the Auburn-Cord-Duesenberg Festival. However, this time around the Stinson will not be offering excursions to the public. Instead, it will fly above the auction block at the United States Midwestern Collector Car Auction. Why? To be sold, of course.

The last appearance of the Stinson at the Festival was at Auburn '86. It has been owned and operated by Bill Brennand these past few years. The Stinson has been meticulously restored.

The airplane was originally built by Stinson Aircraft Company in Wayne, Michigan, for use in E.L. Cord's Century Airlines fleet. This Chicago-based airline flew to South Bend, Chicago, Detroit, Toledo, Cleveland and St. Louis during the early Thirties. A 40 minute trip from Chicago to St. Louis brought a fare of $13.95. Transportation industrialist Cord owned Stinson Aircraft and Lycoming Manufacturing Company, which supplied the engines to Stinson as well as to Cord's automobile manufacturer's, Auburn Automobile Company and Duesenberg, Inc. The 43 foot black and gold airliner is powered by three 225 horsepower engines, capable of cruising at 100 miles per hour. With a 60 foot wing span, the plane was designed to carry one pilot, ten passengers, mail and baggage.

The in-flight experience on the Stinson virtually spins one back half a century to the pioneering era of commercial airlines. The rarity of the restored plane, and its participation in airshows and fly-ins across the nation, adds an extra element of excitement to any would-be buyer of this fine Stinson.

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STINSON — A MILESTONE IN AVIATION HISTORY

By Bill Brennand

It was 1929. Gasoline sold for ten cents a gallon. Cigarettes for 15 cents a pack. You could buy a new car off the showroom floor for $700.00. And the airline industry in the United States was beginning to move. However, the availability of dependable equipment was a problem. E.L. Cord, who was making his mark on the auto industry had his eye on this rapidly developing industry. He had already designed and built a prototype airliner in a small shop in Dayton, Ohio. It was called Corman, named after Cord and his right hand man L.B. Manning.

The Corman was a three engine high wing monoplane, made completely of metal with fabric covering. It carried a pilot and six passengers. At the Detroit Trade show it carried great promise. Cord, who owned Lycoming Manufacturing, which furnished the engines for his cars, was now designing an aircraft engine. He now needed someone to build and sell his Lycoming powered airliner. It didn't take much research to find that Stinson Aircraft Company was building more private and business airplanes than anyone else and at almost one half the cost of its competition. Cord offered to buy Stinson providing it would cancel its high contract with Curtiss Wright Engine Company and use Lycoming engines instead. For Eddie Stinson, this was an almost insurmountable task. After much negotiation, the task was accomplished. Cord's transportation empire now included Stinson.

The new ownership immediately set out to refine the Corman. The result was the new Stinson SM6000, dubbed the T. It was just what the cash poor infant airlines needed. This airplane would fly faster and would also go longer between maintenance inspections reducing the cost of operation and increasing its time in the air. The Lycoming engines were dependable even by today's standards. So successful was this aircraft that by 1931 nine out of ten new multi-engine airliners sold in the U.S. would be Stinson T's. In a twelve month period, 52 of these models would be built.

To add to his success, Cord then started an airline called Century Airlines. Its headquarters was based in Chicago and operated routes from Chicago to Cleveland with stops in South Bend,Detroit, and Toledo. In addition it ran from Chicago to St. Louis with a stop in Springfield, Illinois. The airline boasted 56 flights a day at rail rates. Just as his airline's success seemed assured, Cord ran headlong into a labor dispute with the newly organized Airline Pilots Association. It was developing into a messy fight with political implications. Cord sold Century Airlines to American Airways for controlling interest in that Company. American Airways was later renamed American Airlines.

By late 1931, nearly all the major airlines in the United States were using at least some Stinson Tri-Motors. Mail contracts were being sought by everyone. The most powerful man in transport aviation was the Postmaster General of the U.S. He dictated what equipment the airlines carrying mail must use and how they would use it. These lucrative contracts, together with the acceptance of air travel by the public, created a demand for airliners that would go faster, farther, and carry more load. The Stinson airliners played an important role inall of these facets dealing with transport aviation. The cost of new Stinsons was low. As used Tri-Motors became available, the buys were even better. For example, the first five multi-engine airplanes Delta Airlines bought were used Stinson T's, obtained at the cost of $5000 each.

Although the role that Stinson played was important, it was also a short lived one.

In 1933, Donald Douglas came out with the DC2 and with just one stroke everything preceding it was obsolete. Thus, by 1936, the tri-motor era of the airlines had come to an end. These once proud airliners were then put to carrying cargo and barnstorming, traveling the country giving sightseeing rides at county fairs, festivals and airshows. As time went on, most of the tri-motors deteriorated and disappeared. Today only a handful of Ford Tri Motors and a couple of Stinson Tri-Motors are all that exists. The Tri-Motor being offered for sale at the Auburn '88 auction is owned by Bill Brennand, Buron Fredrickson and Chuck Andreas of Neenah, Wisconsin, all of whom helped restore the aircraft to its original splendor.

This aircraft has been seen in the skies around Auburn before, making previous appearances at the Festival. The rides previously offered at the Festival has now stopped since the operation of this living memory is quickly becoming economically prohibitive. Skyrocketing insurance premiums is one of the many obstacles the Stinson Tri Motor must overcome. Its future may possibly lie as a flying display for some major sponsor or retired to a museum. For those who have an opportunity to see this piece of aviation history flying over Auburn on Labor Day weekend, it may truly be a chance of a lifetime that may soon fade away. The Stinson will return this time to be sold, but never forgotten as one of the rarest, privately owned antique airplanes in the world, and certainly with a lion's share of significance and history.

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THIS COUPON GOOD FOR A
BAKED POTATO WITH CHOICE OF TOPPING
$1.59
Redeem at any Auburn, Fort Wayne, New Haven or Decatur Wendy's location. Tax extra. Not valid with any other offer. One coupon per customer visit. Please present coupon when ordering.
Wendy's
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THIS COUPON GOOD FOR A
GARDEN FRESH SALAD BAR OR TACO SALAD
$1.99
Redeem at any Auburn, Fort Wayne, New Haven or Decatur Wendy's location. Tax extra. Not valid with any other offer. One coupon per customer visit. Please present coupon when ordering.
Wendy's
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THIS COUPON GOOD FOR A
SINGLE ¼ lb* HAMBURGER AND REGULAR FRIES
$1.49
Redeem at any Auburn, Fort Wayne, New Haven or Decatur Wendy's location. Bacon, cheese and tax extra. Not valid with any other offer. One coupon per customer visit. *Net weight before cooking. Please present coupon when ordering.
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1120 WEST 7TH STREET—AUBURN
OR AT ANY FORT WAYNE, NEW HAVEN OR DECATUR WENDY'S LOCATION